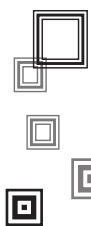




<http://www.city-data.com/picfiles/picc30539.php>



URBANSCAPE REVITALIZATION

LEROY GRANT

5TH YEAR

LANDSCAPE ARCHITECTURE THESIS

I

URBANSCAPE REVITALIZATION

A DESIGN THESIS SUBMITTED TO THE
DEPARTMENT OF ARCHITECTURE AND LANDSCAPE
ARCHITECTURE OF NORTH DAKOTA STATE UNIVERSITY
BY LEROY GRANT

IN PARTIAL FULFILLMENT OF THE REQUIREMENTS
FOR THE DEGREE
BACHELOR OF LANDSCAPE ARCHITECTURE


PRIMARY THESIS ADVISOR


THESIS COMMITTEE CHAIR



MAY 2012
FARGO, NORTH DAKOTA

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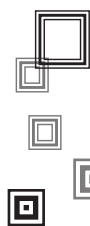
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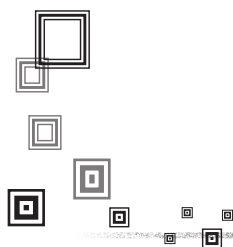


SIGNATURE

DATE

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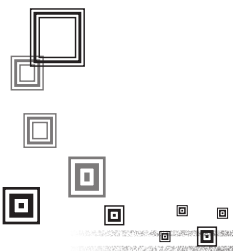


ABSTRACT

THIS THESIS WILL SEEK TO EXPLORE HOW LANDSCAPE ARCHITECTURE, THROUGH STRATEGIC URBAN DESIGN AND PLANNING, CAN BE INSTRUMENTAL TO IMPROVING THE UNSTABLE POPULATION WITHIN URBAN COMMUNITIES. SUCH HORRIFIC DECAY OF URBAN AREAS OCCUR BECAUSE OF UNCERTAIN ECONOMIC FORECAST. URBAN COMMUNITIES OR CITIES HAVE A TENDENCY OF EXPERIENCING DRASTIC FLUCTUATION OF POPULATION SIZE (DURING VARIOUS ECONOMIC CYCLES) DUE TO ECONOMIC VOLATILITY. WITH EFFECTIVE URBAN PLANNING AND IMPLEMENTATIONS OF NEW REGULATIONS, URBAN COMMUNITIES ARE ABLE TO WEATHER THE UNPREDICTABLE ECONOMIC LANDSCAPE. SUSTAINABLE PLANNING CAN BE REALIZED THROUGH THE ENHANCEMENT OF EXISTING URBAN AMENITIES, PROVIDING ALTERNATIVE TO VEHICULAR TRANSPORTATION, AND REDUCING URBAN SPRAWL THROUGH MIX-USE DEVELOPMENTS.

MAXIMIZING SOCIAL AND ECONOMIC BENEFITS FOR THE CITY OR URBAN COMMUNITY IN PARTICULAR WITH HUMAN HEALTH, A PUBLIC PROBLEM IN AMERICA TODAY IS THE ALARMING OBESITY RATE AMONG CHILDREN. ENTREPRENEURIAL ACTIVITIES OF LOCAL DEVELOPMENT OFFICIALS DO STIMULATE INVESTMENT FOR THE URBANSCAPE. HIGHLIGHTING THE CHARACTER OF THE CULTURAL HERITAGE URBAN COMMUNITY'S IS ALSO OF GREAT IMPORTANCE. COMMUNITY MEMBERS WILL BEGIN TO EMBRACE AN ENVIRONMENTAL SENSE OF PLACE FOR THEIR URBAN COMMUNITY. WITH THE INTENT OF ELIMINATING NEGATIVE IMPACTS ON OUR URBAN AMENITIES, THE TECHNIQUE OF PROMOTING THE METROPOLITAN'S POTENTIAL FOR HIGH ECONOMIC SUCCESS. ALLOWING HIGHER DEGREE OF SOCIOECONOMIC DIVERSITY AMONG THE COMMUNITY'S POPULATION, ADD VITALITY, ECONOMIC STABILITY, AND EVEN SAFETY BECAUSE IT WILL ALLOW FOR LAND-USAGE AT VARIOUS TIMES OF THE DAY.

KEY WORDS: **URBAN FABRIC, URBAN
DESIGNING & PLANNING,
SOCIOECONOMIC**



PROBLEM STATEMENT

HOW CAN LANDSCAPE ARCHITECTURE, IN
RELATION TO URBAN AREAS, BE USED TO
STABILIZE POPULATIONS AS THEY
INCREASE AND DECREASE WITH
ECONOMIC CYCLES?



STATEMENT OF INTENT

TYOLOGY:

URBAN AMENITIES SUCH AS
STREETSCAPES AND PARKS,
URBAN AREAS WHICH STRIVE TO
MINIMIZE NEGATIVE URBAN
ENVIRONMENTAL IMPACTS THROUGH
STRATEGIC URBAN PLANNING AND
INNOVATIVE DESIGNS.

CLAIM:

LANDSCAPE ARCHITECTS CAN PROVIDE
INNOVATIVE, YET SUSTAINABLE DESIGN
STRATEGIES, THAT ENHANCE THE
OVERALL HEALTH AND STABILITY OF THE
URBAN FABRIC.

ACTOR:

LANDSCAPE ARCHITECTS,
URBAN DESIGNERS, CITY PLANNERS

ACTION:

DESIGN AND IMPLEMENT OF URBAN
AMENITIES, SUCH AS STREETSCAPE AND
PARKS, CREATE POLICIES, STRATEGIC
PLANNING, AND LEGISLATIONS

OBJECT:

SOCIETY, URBAN FABRIC

PREMISES:

ACTOR:

URBAN DESIGNERS, ALONG WITH
LOCAL GOVERNMENT AND NON-
GOVERNMENT AGENCIES, CAN PROVIDE
LEGISLATION AND REGULATIONS.

ACTION:

COMMUNICATION CAN BE DEFINED AS
THE EXCHANGE OF THOUGHTS AND
IDEAS, OPINIONS OR INFORMATION TO
DEVELOP A COMMON UNDERSTANDING
BETWEEN DESIGNERS AND LOCAL
GOVERNMENT AGENCIES.



STATEMENT OF INTENT

OBJECT:

URBAN DESIGNERS CAN PROVIDE THE PUBLIC SECTOR WITH IDEAS FOR THE FUTURE OF A METROPOLITAN AREA, WHILE GIVING THE PUBLIC SECTOR AN OPPORTUNITY TO INTERPRET THEIR URBAN AREA THROUGH THEIR OWN LENS OR PERSPECTIVE.

CONCLUSION/ UNIFYING IDEA:

PUBLIC PLAZAS AND OPEN SPACES ARE NOT SOLELY CREATED BY VIRTUE OF FORM, DESIGN AND CHOICE OF MATERIALS. THEY ARE THE MANIFESTATION OF URBAN DESIGNERS AND PLANNERS WHO, IN RESPONSE TO THE NEEDS OF THE PUBLIC, CREATE BEAUTIFUL AND USEFUL URBAN INFRASTRUCTURES, WHICH SUITS THE NEEDS OF ITS CITIZENS.

NOT WITHOUT STRONG DESIGN, CONVICTION AND ZONING REGULATIONS, CITY OFFICIALS ARE ABLE ENHANCE THE WELL-BEING, AND LIVING STANDARDS OF THE CITIZENS. LOCAL GOVERNMENT, AND POLITICAL ORGANIZATION OF URBAN COMMUNITIES CAN BECOME COMPLEX. URBAN LIVING INVOLVES COMPLICATED RELATIONSHIPS OF SOCIAL AND ECONOMIC INTERESTS. THROUGH ELABORATE AND WELL-CONCEIVED PLANS OF ACTION, VARIOUS GOVERNING BODIES. URBAN LIVING SHOULD PROVE TO BE A GREAT EXPERIENCE.

STATEMENT OF INTENT

PROJECT JUSTIFICATION:

ACCORDING TO BOTH MOOR AND ROWLAND
“AS, COLLECTIVELY, WE HAVE DEMOCRATICALLY
REACHED THIS CONCLUSION, IT BECOMES VERY
IMPORTANT TO DEBATE THE BEST WAY OF
DEVELOPING OUR LIMITED NATURAL RESOURC-
ES TO COPE WITH AN INCREASINGLY UNCERTAIN
FUTURE (MOOR & ROWLAND 2006).”

RESIDING IN URBAN AREAS TAKES A HIGH
DEGREE OF ORGANIZATION OF BUSINESSES,
INSTITUTIONS AND GOVERNMENTAL SUPPORT
TO MAKE A SUCCESSFUL MECHANISM FOR
HUMAN HABITATION.

URBAN AREAS OF HIGH POPULATION DENSITY
REQUIRE LOCAL GOVERNMENTS TO ASSUME THE
BASIC RESPONSIBILITY OF PROVIDING
SERVICES, WHILE REGULATING, PROMOTING AND
CHARTING THE MOST DESIRABLE, YET
ADVANTAGEOUS PATTERN OF COMMUNITY
DEVELOP. ALL WHILE ATTRACTING THE MOST
APPROPRIATE ECONOMIC INVESTMENT
ENDEAVORS FOR THE COMMUNITY, WITHOUT
COMPROMISING THE INTEGRITY OF THE URBAN
COMMUNITY.



T H E P R O P O S A L

NARRATIVE

LANDSCAPE ARCHITECTS AND ENVIRONMENTAL DESIGNERS LEARN TO SEE THE WORLD DIFFERENTLY, WHICH CAN PREVENT INNOVATION, ADAPTATION, AND ORGANIZATION OF BASIC URBAN ELEMENTS. CREATING NEW AND REUSABLE PLACES WITHIN THE METROPOLITAN LANDSCAPE IS BECOMING A CRITICAL ISSUE FOR ENVIRONMENTAL DESIGNERS.

EVEN THOUGH CITIES AND COMMUNITIES ARE EXPERIENCING MAJOR FLUCTUATIONS WITH THEIR POPULATIONS. MOST CITIES ARE EXPECTED TO INCREASE BY A SIGNIFICANT AMOUNT. “THE AMERICAN POPULATION IS EXPECTED TO INCREASE BY 60 MILLION BEFORE THE YEAR 2025. MANY OF THESE NEW CITIZENS WILL WANT A FREESTANDING HOUSE AND A GARDEN. TWELVE MILLION NEW HOMES WILL BE BUILT IN THE FIRST DECADE OF THE 21ST CENTURY ALONE (GILLHAM & NELSON 2002).”

LANDSCAPE ARCHITECTS WILL BE CALLED UPON TO CREATE INTERACTIVE, YET HIGHLY TASTEFUL DESIGNS THAT MEET THE NEEDS OF THE CITIZENS. WHILE ALSO BEING RESPECTFUL OF THE URBAN LANDSCAPE.

BRONOWSKI SAID IT BEST THAT “THE RISE OF CIVILIZATION HAS BEEN TRACED AS THE INTELLECTUAL EVOLUTION OF A SPECIES WITH THE ABILITY TO UNDERSTAND NATURE, AND AS A RESULT, THE CAPACITY TO CONTROL RATHER THAN TO BE CONTROLLED BY THE ENVIRONMENT. HUMANKIND, THROUGH ITS INTERVENTION OF TOOLS AND KNOWLEDGE, HAS DEVELOPED THE CAPACITY TO MOLD BOTH ITS ENVIRONMENT AND ITS FUTURE (BRONOWSKI 1973:19).”



USER/CLIENT DESCRIPTION

EVERY PUBLIC AREA HAS MANY USERS OTHER THAN THE CLIENT WHO PAYS FOR THE PROJECT. IT IS OUR DUTY AS DESIGNERS TO TAKE INTO ACCOUNT THE USERS AND MAKE SURE WE ARE DESIGNING SOMETHING THAT CAN BE USED HARMONIOUSLY BY A VARIETY OF DIFFERENT PEOPLE.

THE FOLLOWING ARE GROUPS OF PEOPLE IN THE METROPOLITAN AREA THAT COULD BENEFIT FROM HAVING LANDSCAPE ARCHITECTURAL ELEMENTS:

WORKERS

THERE WILL NEED TO BE AN INCREASE IN STAFF AT THE PARKS AND RECREATIONAL DIVISION IN ORDER TO MAINTAIN THIS NEW ADDITION. THIS WILL INCLUDE SECURITY, TOUR GUIDES, MAINTENANCE, LANDSCAPERS, ADMINISTRATIVE AND ANY OTHER NEEDS.

SCHOOL CHILDREN

PART OF THE NEW URBAN REJUVENATION PLAN IS THE ADDITION OF A CREATIVE EDUCATIONAL ELEMENTS FOR CHILDREN IN COLLABORATION WITH THE LOCAL PUBLIC SCHOOL DISTRICT. THIS MEANS THAT MANY MORE ELEMENTARY AND HIGH SCHOOL STUDENTS WILL BE GOING AROUND THE METROPOLITAN AREA TO LEARN ABOUT DIFFERENT AMENITIES. CHILDREN OF ALL AGES CAN BENEFIT AND LEARN FROM A ARCHITECTURAL ELEMENTS.



USER/CLIENT DESCRIPTION

GENERAL WORKING PUBLIC

THE POSITION OF THESE NEW URBAN AMENITIES WILL OPEN UP OPPORTUNITIES FOR USAGE BY THE MANY WORKERS DOWNTOWN. I BELIEVE THAT URBAN PARKS/ PLAZAS COULD BECOME A LUNCHTIME SPOT FOR MANY PEOPLE. ALSO VARIOUS EVENTS CAN BE HELD DURING LUNCHTIME AND MAY BRING INTEREST TO THE TO MOST OF THE NEW PUBLIC SPACES.

LOCAL BUSINESSES AND COMPANIES

BUSINESSES OR COMPANIES WHICH ARE LOCATED IN THE DOWNTOWN AREA CAN BENEFIT GREATLY FROM THIS DESIGN, WHICH COULD BECOME A GREAT ASSET FOR THEM. THESE ADDITIONS WILL HAVE PLACES FOR BOTH BUSINESSES AND COMPANIES TO SHOWCASE THEIR WORK ALONG WITH SPACES TO MEET WITH AND EDUCATE THE GENERAL PUBLIC.

NONE OF THESE GROUPS HAVE ANY SPECIFIC PHYSICAL RESTRICTIONS OR HEALTH ISSUES THAT PERTAIN TO THE DESIGN OF ANY THESE URBAN AMENITIES. ALTHOUGH CARE WILL BE TAKEN TO ENSURE THAT THE DESIGN CONSIDERS GENERAL ISSUES SUCH AS ADA, SAFETY AND SUSTAINABILITY. IN ADDITION, ALL NUMBERS WILL BE RESEARCHED TO ENSURE AN ACCURATE ESTIMATE OF USAGE FOR THE MOST OF THE NEW PUBLIC SPACES.

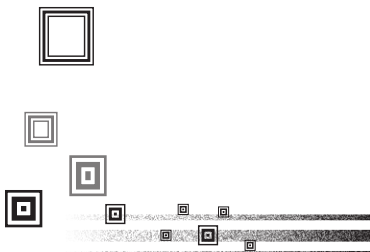


MAJOR PROJECT ELEMENTS

THE MAJOR PROJECT ELEMENTS OF THIS PARTICULAR PROJECT ARE THE REDEVELOPMENT OF MOST URBAN AREAS. FIRST OF ALL THE OVERALL PLANNING OF THE CITY OF BISMARCK, ND WILL NEED TO BE DEVELOPED THROUGH ANALYSIS AND GROWTH PLAN EXPECTATIONS FOR THE REGION OF NORTH DAKOTA.

BISMARCK, ND HAS A CONSIDERABLE SUM OF GREEN SPACES AND NATURAL AREAS, SEVERAL OF WHICH ARE WITHIN OR ADJACENT TO THE DOWNTOWN AREA. THE EXISTING PARKS AND OPEN SPACES HAVE BEEN IDENTIFIED IN THE THROUGHOUT THE CITY OF BISMARCK, ND. THEY HAVE BEEN PLACED INTO DIFFERENT CATEGORIES: COMMUNITY PARKS, NEIGHBORHOOD PARKS, SCHOOL DISTRICT PARKS, AND OPEN SPACES. THE CATEGORIES REFLECT BOTH THE DIFFERENT SIZES AND THE FUNCTIONS OF THE SPACES IN THE CITY. IN ADDITION TO THE PARKS AND OPEN SPACES, A SERIES OF LINEAR PARKS OR GREENWAYS SHOULD BE CREATED. THE LINEAR PARKS ARE DIVIDED INTO THREE CATEGORIES: GREENWAYS, BIKEWAYS, AND ECO-LINKAGES.

PARKS, PLAZAS, OPEN SPACE AND GREENWAYS FORM THE ECOLOGICAL INFRASTRUCTURE OF ANY COMMUNITY. THEY PROVIDE HABITAT AND BEAUTY TO COMMUNITY AS WELL AS ECOSYSTEM SERVICES SUCH AS WATER INFILTRATION, HABITAT, SHADING, AND PLACES OF REFUGE AND SERENITY. THEY ALSO CAN PROVIDE KEY TRANSPORTATION LINKAGES FOR CYCLISTS, PEDESTRIANS, AND OTHER NON-VEHICULAR TRANSPORTATION. ONE OF THE DESIGN CHALLENGES WILL BE THE IMPROVEMENT TO THE TRANSPORTATION LINKAGES THROUGH THE CITY OF BISMARCK AREA. ONE OF THE STRATEGIES THAT EMERGED FROM MY VISIT OF THE CITY WAS TO FIND WAYS TO BETTER LINK THE EXISTING GREEN SPACES, AND TO INTEGRATE THIS WITH THE ON-GOING PROCESS OF DEVELOPING A COMPREHENSIVE GREENWAYS STRATEGY FOR THE ENTIRE CITY OF BISMARCK, ND.

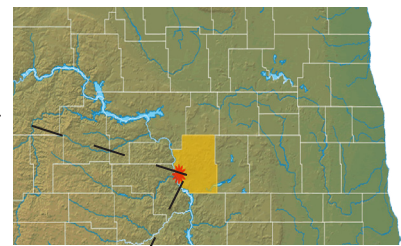
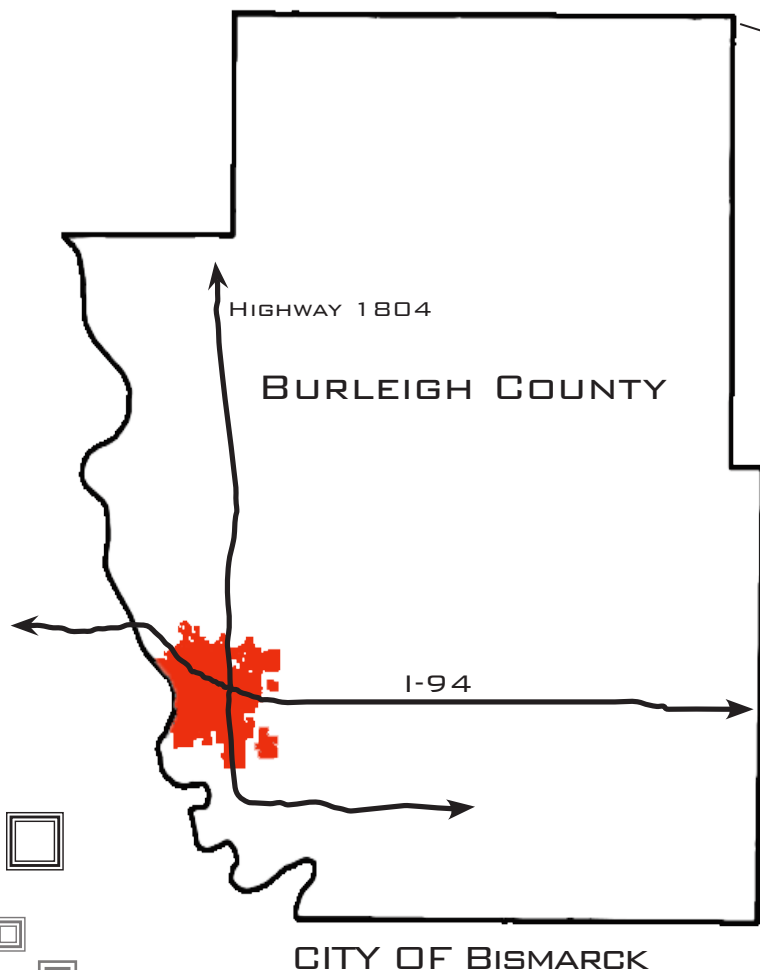


SITE INFORMATION-MACRO



NORTH DAKOTA BURLEIGH COUNTY

<http://geology.com/state-map/north-dakota.shtml>



BURLEIGH COUNTY IS LOCATED IN THE STATE OF NORTH DAKOTA. AS OF 2010, THE POPULATION WAS 81,308 FOR BURLEIGH COUNTY WITH 61,272 RESIDENTS WITHIN CITY OF BISMARCK. BISMARCK IS ALSO THE COUNTY SEAT OF BURLEIGH COUNTY.

SITE INFORMATION



IMAGE COURTESY OF GOOGLE EARTH

CITY OF BISMARCK, ND

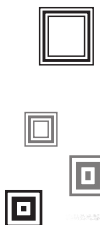
THE SITE IS THE CITY OF BISMARCK, ND LOCATED IN THE SOUTH CENTRAL PORTION OF NORTH DAKOTA IN BURLEIGH COUNTY, APPROXIMATELY 196 MILES EAST WEST OF FARGO, ND ON THE MISSOURI RIVER.

PROJECT EMPHASIS

THE MAJOR PROJECT ELEMENTS OF THIS PARTICULAR PROJECT ARE THE REDEVELOPMENT OF MOST URBAN AREAS. FIRST OF ALL THE OVERALL PLANNING OF THE CITY OF BISMARCK, ND WILL NEED TO BE DEVELOPED THROUGH ANALYSIS AND GROWTH PLAN EXPECTATIONS FOR THE REGION OF NORTH DAKOTA. BISMARCK, ND HAS A CONSIDERABLE SUM OF GREEN SPACES AND NATURAL AREAS, SEVERAL OF WHICH ARE WITHIN OR ADJACENT TO THE DOWNTOWN AREA.

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COMMUNICATING WITH THE LANGUAGE OF LANDSCAPE ARCHITECTURE CAN BE COMPLICATED AND DESIGNERS NEED TO KNOW IF THEIR MESSAGES ARE BEING UNDERSTOOD BY SOCIETY. AN URBANSCAPE PLAZA IS A LANDSCAPE ARCHITECTURAL ELEMENT PLACED WHERE LANDSCAPE ARCHITECTS CAN EDUCATE OUR SOCIETY ABOUT LANDSCAPE ARCHITECTURE AND WHY ITS IMPORTANT FOR THEM TO UNDERSTAND ITS RELEVANCE IN OUR SOCIETY. HAS LANDSCAPE ARCHITECTS WE ARE CHARGE WITH THE TASK OF CREATING ORDER AND HARMONY IN OUR RELATIONSHIP WITH THE ENVIRONMENT. ONLY THEN WILL A LANDSCAPE ARCHITECT'S MESSAGE BE WILL READILY UNDERSTOOD BY SOCIETY.



A PLAN FOR PROCEEDING:

RESEARCH DIRECTION

RESEARCH WILL BE CONDUCTED IN MANY RELATED AREAS OF INTEREST TO ENSURE COMPLETE UNDERSTANDING OF THE PROBLEM AND SITE. THESE AREAS WILL INCLUDE: PROGRAMMATIC REQUIREMENTS, HISTORICAL CONTEXT, SITE ANALYSIS AND CASE STUDY ANALYSIS OF THE PROJECT TYPOLOGY. ALSO SPECIAL CONSIDERATION WILL BE TAKEN IN RESEARCHING THE THEORETICAL PREMISE/ UNIFYING IDEA.

DESIGN METHODOLOGY:

I PLAN TO EMPLOY A MIXED METHOD APPROACH TO MY RESEARCH, AND SPECIFICALLY, I WILL BE USING THE CONCURRENT TRANS-FORMATIVE STRATEGY. QUALITATIVE AND QUANTITATIVE DATA WILL BE INTEGRATED AT VARIOUS STAGES TO INSURE AN ENCOMPASSING VIEW OF MY PREMISES. I WILL PRESENT ALL FINAL ANALYSES AND INTERPRETATIONS OF DATA BOTH IN TEXT AND GRAPHICALLY.

QUALITATIVE DATA WILL INCLUDE, BUT IS NOT LIMITED TO, SITE VISITS AND INTERVIEWS WITH LOCAL GOVERNMENT OFFICIALS WHO ASSISTED ME TO GAIN A BETTER UNDERSTANDING OF HOW ZONING REGULATIONS THAT ARE CURRENTLY IN PLACE, AND HOW THEY IMPACT THE SITE TO ITS SURROUNDING CONTEXT.

QUANTITATIVE DATA WILL INCLUDE, BUT IS NOT LIMITED TO, STATISTICAL AND SCIENTIFIC DATA GATHERED FROM RELIABLE SECONDARY SOURCES.

DESIGN DOCUMENTATION:

MY PROGRESS WILL BE COMPILED EVERY TWO WEEKS DURING THE DESIGN PROCESS. ALL ELEMENTS WILL BE DOCUMENTED DIGITALLY THROUGH PHOTOGRAPHY AND SCANNING. THESE ELEMENTS MAY INCLUDE: SKETCHES, DIGITAL DRAWINGS, MODELS AND ANY OTHER IMPORTANT ASPECTS OF THE DESIGN PROCESS. ALL VALUABLE INFORMATION WILL BE INCLUDED IN MY FINAL THESIS BOOK SO IT CAN BE MADE AVAILABLE TO FUTURE SCHOLARS.



PREVIOUS STUDIO EXPERIENCE:

SECOND YEAR

271 FALL 2008 - KATHLEEN PEPPLER

A TEA HOUSE (GARDEN)
FARGO, ND

HALVERSON PARK PROJECT
BATTLE LAKE MN

272 SPRING 2009 - MARK LINQUIST & DOMINIC
FISCHER
OUTDOOR GATHERING AREA ANALYSIS
FARGO, ND

CANDRA GREEN PARK
WINNIPEG, CANADA

ONE-WAY CORRIDORS (CONCRETE COMPETITION)
FARGO, ND

THIRD YEAR

371 FALL 2009 - STEVIE FAMULARI

DEFIANT GARDEN
FARGO, ND

REGENT REVITALIZATION PROJECT
REGENT, ND

SNOW SYMPOSIUM (SNOW BLOCK COMPETITION)
WINNIPEG, CANADA

PLEXI MODEL - MATT CHAMBERS

372 SPRING 2010 - KATHLEEN PEPPLER & JAY
KOST

UTTC TRIBAL COLLEGE
BISMARCK, ND

ROOSEVELT NEIGHBORHOOD
FARGO, ND



PREVIOUS STUDIO EXPERIENCE:

FOURTH YEAR

471 FALL 2010 - JAY KOST & NICKI CARLSON
URBAN FORM I & II: BUILDING
ZONING AND CODES REGULATION POLICY
FARGO, ND

URBAN RE-DESIGN PROJECT: (STORMWATER
MANAGEMENT)
DULUTH, MN

472 SPRING 2011 - STEVIE FAMULARI
JELLO MODEL
ENVIRONMENTAL REMEDIATION
PHYTO-REMEDIATION: 5 STAGE PROJECT
PERHAM, MN

FIFTH YEAR

571 FALL 2011 - DOMINIC FISCHER
RED RIVER BASIN: ECO-SYSTEMS PROJECT
NORTH DAKOTA, MINNESOTA, AND MANITOBA



PROJECT SCHEDULE / TIME LINE

5	OCTOBER	PROPOSAL DUE
14	OCTOBER	THEORETICAL PREMISE/HISTORICAL RESEARCH
26	OCTOBER	CASE STUDIES
29	OCTOBER	LAST DAY OF ALA 563
2	NOVEMBER	PROGRAMMING/CODE REQUIREMENTS
9	NOVEMBER	SITE ANALYSIS
16-21	NOVEMBER	LAST WEEK OF LA 571
9	DECEMBER	PROGRAM DUE BY 5:00
14-18	DECEMBER	FINALS WEEK
16-20	JANUARY	DESIGN METHOD: RESEARCH / ANALYSIS
6-10	FEBRUARY	DESIGN METHOD: RESEARCH / ANALYSIS
13-17	FEBRUARY	SCHEMATIC DESIGN
20-24	FEBRUARY	SCHEMATIC DESIGN
27-02	MARCH	DESIGN DEVELOP: MASTER PLAN
1	MARCH	DESIGN DEVELOP: MASTER PLAN
8	MARCH	DESIGN DEVELOP: MASTER PLAN
15	MARCH	THESIS BREAK
22	MARCH	DESIGN DEVELOP: SITE PLANNING
1	MARCH	DESIGN DEVELOP: SITE PLANNING
02-06	MARCH	DESIGN DETAILING
2-6	APRIL	DESIGN DETAILING
9-13	APRIL	DESIGN DETAILING
16-20	APRIL	BOARD COMPOSITION FINAL BOARDS & CD DUE
23-27	APRIL	BOARDS/ FORMAL REVIEW
30-04	MAY	THESIS PRESENTATION: FORMAL REVIEW
7-11	MAY	THESIS PRESENTATION: DOCUMENTATION
12	MAY	GRADUATION/ COMMENCEMENT



P R O G R A M
D O C U M E N T



T H E R E S E A R C H

THEORETICAL PREMISE FOR THIS RESEARCH

THE FIELD OF URBAN DESIGNING AND PLANNING CAME ABOUT HAS A RESULT OF POOR LIVING CONDITIONS FOR CITY DWELLERS WHO WERE IN NEED OF A MUCH HIGHER QUALITY OF LIFE. THIS BECAME MORE EVIDENT WHEN INNER CITIES THROUGHOUT AMERICA BECAME COMPLETELY DILAPIDATED DUE TO UNACCEPTABLE LIVING STANDARDS.

URBAN DESIGNING OR PLANNING TAKES VISION FROM INDIVIDUALS AND GOVERNING BODIES WITH BOLD IDEAS. SUCH AN APPROACH TO THE FIELD OF URBAN DESIGN AND PLANNING NEEDED TO GUIDE A CITY INTO THE FUTURE REGARDLESS OF THE NUMEROUS CHALLENGES THAT MAY LIE AHEAD. HAVING A COMPREHENSIVE PLAN CAN BE THE DIFFERENCE BETWEEN A THRIVING METROPOLITAN AND A CITY IN DECAY IN AND DESTRUCTION. A COMPREHENSIVE PLAN PROVIDES A COORDINATED AND OVERVIEW LOOK AT INDIVIDUAL ELEMENTS WITHIN THE CITY AND INTEGRATES THEM IN A MANNER THAT HELPS ACHIEVE THE CITY'S VISION.

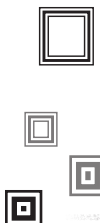
THE IMPETUS STRIVE FOR THE DEVELOPMENT OF PLANNING LAY IN A CRITIQUE OF THE INDUSTRIAL CITY AND A DESIRE TO RE-CREATE CITIES ACCORDING TO ENLIGHTENED DESIGN PRINCIPLES. FROM THE THEORETICAL PERSPECTIVE OF THIS INVESTIGATION, I WILL BE TAKING A CLOSER LOOK INTO HOW URBAN PLANNERS OR DESIGNERS CAN CREATE PROGRAMS, AND POLICES. WHICH COMPLEMENTS THE ECONOMIC, ECOLOGICAL AND ENVIRONMENTAL URBANSCAPE.



“THE NEW MODE OF PLANNING ACTIVITY HAS COMPLEX RAMIFICATIONS, AND IS NOT JUST RETREAT FROM EARLIER, PURER GOALS. PLANNERS ARE LESS INCLINED TO MYSTIFY THEIR ACTIVITIES BY PRETENDING TO BE DOING ONE THING (COMPREHENSIVE DECISION-MAKING IN THE PUBLIC INTEREST) WHILE PERFORMING ANOTHER (FOSTERING CAPITAL ACCUMULATION AND MEDIATING TENSIONS BETWEEN CAPITAL AND COMMUNITY).”

THE CONCEPT OF NEW URBANISM ALLOWS URBAN DESIGNERS AND PLANNERS THE OPPORTUNITY TO RETROFIT AN EXISTING CITY TO MEET THE NEEDS OF CITIZENS. NEW URBANISM IS AN AMERICAN URBAN DESIGN MOVEMENT THAT AROSE IN THE EARLY 1980S. ITS GOAL IS TO REFORM MANY ASPECTS OF REAL ESTATE DEVELOPMENT AND URBAN PLANNING, FROM URBAN RETROFITS TO SUBURBAN INFILL. REDUCING URBAN SPRAWLS ACROSS AMERICA IS SOMETHING THAT EVERY URBAN DESIGNER AND PLANNER NEEDS TO MAKE THEIR NUMBER ONE PRIORITY. CREATING HIGH-DENSITY CITIES AND COMMUNITIES CAN BE OBTAIN THROUGH THE USE OF MIX—USE. MODERN CITIES SHOULD STRIVE TO BECOME MECHANISM, WHICH SUSTAIN HUMAN CONTACT.

NEW URBANIZE NEIGHBORHOODS ARE DESIGN TO CONTAIN A DIVERSE RANGE OF HOUSING AND JOBS, AND TO BE WALKABLE. NEW URBANISM CAN INCLUDE (NEO) TRADITIONAL NEIGHBORHOOD DESIGN AND TRANSIT-ORIENTED DEVELOPMENT. THE CONCEPT OF SMART GROWTH SHOULD BE A TOOL THAT EVERY URBAN PLANNER EMPLOYS WHENEVER PLANNERS ARE TRYING TO REMEDIATE A CITY OF ITS ILL URBAN DESIGNING OR PLANNING PRACTICE.



SMART GROWTH IS THE UNDERSTANDING THAT URBAN PLANNERS CAN ALTER CERTAIN LAND USES THAT WERE ONCE DESIGNATE FOR A PARTICULAR PURPOSE FOR ANOTHER TO SUIT ITS CITIZEN'S PRESENT NEEDS.

SMART GROWTH IS AN URBAN PLANNING AND TRANSPORTATION THEORY THAT CONCENTRATES GROWTH IN THE CENTER OF A CITY TO AVOID URBAN SPRAWL; AND ADVOCATES COMPACT, TRANSIT-ORIENTED, WALKABLE, BICYCLE-FRIENDLY LAND USE, INCLUDING NEIGHBORHOOD SCHOOLS, STREETS THAT WORK FOR EVERYONE, MIXED-USE DEVELOPMENT WITH A RANGE OF HOUSING CHOICES.

SMART GROWTH VALUES LONG-RANGE, REGIONAL CONSIDERATIONS OF SUSTAINABILITY OVER A SHORT-TERM FOCUS. ITS GOALS ARE TO ACHIEVE A UNIQUE SENSE OF COMMUNITY AND PLACE; EXPAND THE RANGE OF TRANSPORTATION, EMPLOYMENT, AND HOUSING CHOICES; EQUITABLY DISTRIBUTE THE COSTS AND BENEFITS OF DEVELOPMENT; PRESERVE AND ENHANCE NATURAL AND CULTURAL RESOURCES; AND PROMOTE PUBLIC HEALTH.

CREATING AN URBAN HUB WORKS WELL WHEN IT SATISFIES ITS DWELLERS IN A MANNER THAT SUITS THAT NEEDS OF EVERYONE THAT USES THE COMMUNITY. SUCCESSFUL URBAN HUBS CANNOT BE ACHIEVED WITHOUT ADDRESSING THE TOPIC OF SUBURBIA AND THE ISSUES THAT CAME ABOUT ONCE SUBURBS WERE CREATED.

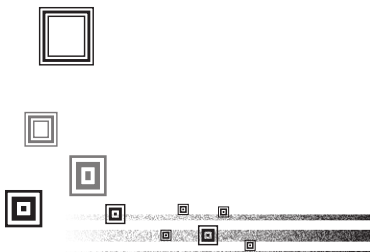


“IN ONE SENSE CONSCIOUS HUMAN ACTIVITY IS GUIDING URBAN DEVELOPMENT AS NEVER BEFORE; IN ANOTHER SENSE THE CITY APPEARS TO BE AN UNCONTROLLED CONSEQUENCE OF ECONOMIC CHANGE AS CAPITALISTS RESTRUCTURE THEIR ORGANIZATIONS, MAKING THE DECISIONS THAT DETERMINE THE CENTERS OF INVESTMENT AND DISINVESTMENT.”

“OF THE MANY TOOLS OF PLAN IMPLEMENTATION, ZONING IS PERHAPS THE MOST EXTENSIVELY USED. COURTS HAVE LONG RECOGNIZED THAT MANY CALLINGS AND OCCUPATIONS AND PROPERTY USES HAVE IMPLICATIONS INVOLVING MATTERS OF PUBLIC INTEREST AND HAVE BEEN WILLING TO UPHOLD THE VALIDITY OF REASONABLE GOVERNMENTAL REGULATION OF THEM TO PROTECT THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE. WHEN THE CONSTITUTIONALITY OF ZONING ORDINANCES WAS FIRST CHALLENGED, COURTS WERE INCLINED TO UPHOLD THEM AS A TYPE OF NUISANCE CONTROL (WEBSTER 1958).”

HAVING THE PUBLIC-SECTORS INTERESTS

MIX-USE PROJECTS ARE PEDESTRIAN ORIENTED TO THE WELFARE AND HEALTH OF BOTH THE PUBLIC AND PRIVATE SECTORS. BEYOND PROVISION OF CIRCULATION, PHYSICAL DESIGN IN MIXED-USE PROJECTS CAN CONTRIBUTE TO MAKING THE PEDESTRIAN’S A PASSAGE A MEANINGFUL EXPERIENCE IN ITS OWN TERMS. SUCCESSFUL MIXED-USE PROJECTS ALL HAVE ONE COMMON FACTOR. THEY ALL STRIVE TO CREATE PEOPLE-ORIENTED PLACES, AND MAKE AN EFFORT TO MAINTAIN THE SPACES. SUCH VIBRANT ENVIRONMENT DESIGNED FOR THE USE BY PEOPLE ENCOURAGE, US INTERACT WITH OTHER.



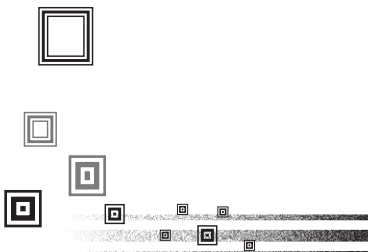
CULTURAL PERSPECTIVE OF URBAN PLANNING AND DESIGNING

URBAN DESIGNING AND PLANNING CAN HAVE AN ENORMOUS IMPACT UPON THE CULTURAL, ECONOMIC AND POLITICAL ENTITIES WHICH INFLUENCE THE DECISION-MAKING POLICIES IN TERM HOW CITIES OR TOWNS ARE DEVELOPED.

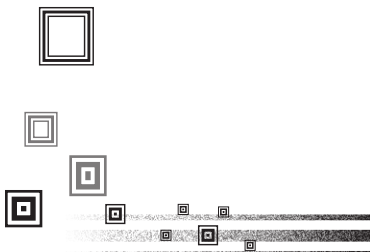
THE CULTURAL COMPONENT OVER TIME AS BECOME A CRITICAL FEATURE WHICH IS USED TO CONTRIBUTE TO PHYSICAL, ECONOMIC AND SOCIAL RENEWAL IN URBAN AREAS IN A NUMBER OF DIFFERENT WAYS AND THAT THESE PRINCIPLES HAVE, TO VARYING DEGREES, BEEN ADOPTED BY CITY GOVERNMENTS AS TECHNIQUES OF CULTURAL REGENERATION. WHEN UTILIZED TO ITS MOST EFFECTIVE MANNER CITIES ARE ABLE TO ACHIEVE A MUCH MORE DESIRABLE OUTCOME. WHEN APPLIED IN COMBINATION, IT IS SUGGESTED THAT THE FOLLOWING PRINCIPLES HELP TO SHOW THE IMPORTANCE OF CULTURE AS A TOOL FOR EFFECTIVE REGENERATION.

THERE IS ONE PREMISE THAT IS USUALLY OVERLOOKED WHEN IT COMES TO THE SUBJECT OF URBAN DESIGN, WHICH IS THE OPINION OF THE CITY DWELLERS WHO THE USERS OF THE SITE. INDIVIDUALS HAVE A TENDENCY TO VACATE CITIES THEY FAIL TO PROVIDE A SENSE OF PLACE WHERE CAUSAL CONTACT CAN FLOURISH, AND CREATE A SENSE OF COMMUNITY. THE QUALITY OF LIFE WITHIN THE CITY LIMITS OF MODERN METROPOLITANS BEGINS TO FALL SHORT IN PROVIDING ENVIRONMENTS FOR COMMUNICATIONS. THIS CAN BE A KEY INDICATOR FOR DETERMINING THE STATE OF ANY CITY IN TERMS OF THE PHYSIOLOGICAL IMPACT IT CAN HAVE ITS OCCUPANTS.

THE POSSIBILITY OF THE ACCIDENTAL MEETING IS WHAT MAKES THE CITY A FERTILE PLACE. FROM THE CHANCE, CONVERSATION SPRINGS THE NEW



BUSINESS IDEA. PEOPLE POSITION THEMSELVES
IN CITIES TO BE ABLE TO MAKE CONTACT WITH
OTHERS WHO HAVE COMMON INTERESTS. UN-
FORTUNATELY, OUR CITIES FAIL TO MEET SUCH
FLOUT EXPECTATIONS. CITIES AT TIMES FAIL
TO ENCOURAGE THE UNPLANNED AND SEREN-
DIPITOUS ENCOUNTERS UPON WHICH BUSINESS
GROWS.

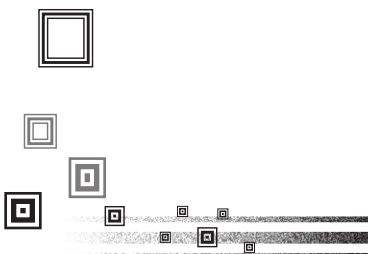


RESEARCH SUMMARY

WHAT THIS RESEARCH SHOWS THAT THE BUILT URBANSCAPE ENVIRONMENT NEEDS TO MEET A WIDE RANGE OF URBAN COMMUNITY NEEDS OF CHANGING DEMOGRAPHICS, AT THE END OF THE DAY, MY INTENT IS TO INTEGRATE A SUSTAINABLE URBANSCAPE ENVIRONMENT WHICH PROMOTES DIVERSITY AMONG ITS LAND USE AND POPULATION. ACHIEVING SUCH A SMART GROWTH DOWNTOWN AREA WILL DONE THE URBAN DESIGNING AND PLANNING TECHNIQUE OF MIX-USE DEVELOPMENTS. THE CULTURAL DISTRICT CENTER OF THE COMMUNITY CAN BE OBTAIN THROUGH THE CREATION OF NEW COMMERCIAL SPACES, WHILE PRESERVING THE CHARACTER OF THE AREA. COORDINATING BETTER NON-VEHICULAR LINKAGES BETWEEN NODES OF ACTIVITY IN DOWNTOWN DISTRICT SHOULD BE BENEFICIAL FOR BOTH THE PRIVATE AND PUBLIC SECTORS, BECAUSE THIS ALLOWS FOR AN ARRAY DIFFERENT AMENITIES THROUGHOUT THE CITY, COMMUNITY, OR NEIGHBORHOOD.

RETHINKING OF PUBLIC-SECTORS RIGHT OF WAY THAT FOCUS ON TRANSPORTATION, ECOLOGICAL AND VIEW LINKAGES CAN TRANSFORM THEM INTO SERVING MULTIPLE FUNCTIONS. ROADS THAT HAVE SPACE FOR CYCLISTS, SCOOTERS, PEDESTRIANS, STORMWATER MANAGEMENT, TREES AND PLANTINGS BRING MANY LIABILITY, FINANCIAL, AND ECOLOGICAL BENEFITS. WITHOUT A DOUBT AS URBAN DESIGNER AND PLANNERS, A SMART GROWTH APPROACH IS THE MOST SUITABLE AND ACCEPTABLE TOOL FOR REACHING DESIRABLE RESULTS FOR FUTURE CITIES.

CONVENTIONAL TRANSPORTATION PLANNING HAS FOCUSED PRIMARILY ON VEHICULAR TRANSPORTATION AND THE MANAGEMENT OF ISSUES OF MOBILITY, ACCESS, AND VEHICLE TRAFFIC CONDITIONS SUCH VEHICLE SPEED, LEVEL OF SERVICE, AND CONGESTION.



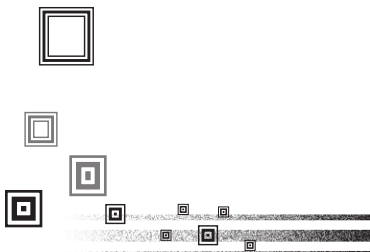
THE HEAVY FOCUS ON VEHICLE TRANSPORTATION OFTEN NEGLECTS THE NEEDS OF OTHER FORMS OF TRANSPORTATION, SPECIFICALLY TRANSIT, WALKING AND CYCLING. BECAUSE OF SUCH URBANISM PRACTICE, OUR CITIES DEVELOPED THE DISTASTEFUL SITE OF URBAN SPRAWLS. HOWEVER, THE FOCUS OF THE SMART GROWTH MENTALITY WE CAN FOCUS OUR EFFORTS ON REDUCING VEHICULAR TRAFFIC AND ENCOURAGING PEOPLE TO USE OTHER FORMS OF TRANSPORTATION. IN TURN, THIS WILL PROMOTE BETTER LIFESTYLE HABITS; THIS WOULD INCREASE THE HEALTH STATUS OF CITIZENS WHILE PROVIDING AN ATMOSPHERE, WHICH IS CONDUCIVE TO HUMAN INTERACTION.

BENEFITS OF MIX-USE DEVELOPMENTS

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MIXED USE DEVELOPMENT PROJECTS ARE MORE FINANCIALLY FEASIBLE. THIS APPROACH TO URBAN “INFILL PROJECTS” IS A PLUS FOR BOTH THE PUBLIC AND PRIVATE SECTORS. BENEFITS OF MIXED-USED PROJECTS CONSIST OF:

THE REVITALIZATION OF DOWNTOWN URBAN DISTRICTS; SUPPORTS CENTRAL CITIES, AND LEAD TO MITIGATION BACK TO THE CITY.



REDUCE OUR DEPENDABILITY ON AUTOMOBILES, WITH THE OBVIOUS BENEFITS TO OUR HEALTH, ENVIRONMENTAL POLLUTION, AND TRAFFIC CONGESTION ISSUES OUR CITIES FACE ON A DAILY BASIS.

MIX-USE DEVELOPMENTS CREATE A SENSE OF COMMUNITY. AN INCREASED SOCIAL AND MARKET INTEREST IN THE CREATION OF A SENSE COMMUNITY CAN BE SERVED BY INTEGRATING THE URBANSCAPE ENVIRONMENT INTO THE MULTIFUNCTIONAL NATURE OF LIFE FOR CITY DWELLERS. I AM UNDER THE CONVICTION THAT, A PERSON FEELS MORE AT HOME IN AN URBANSCAPE WHICH INCLUDES PARKS, PLAZAS, RETAIL, RESIDENTIAL, AND ENTERTAINMENT SPACES. THAN THEY WOULD IN A SINGLE-PURPOSE SPACE, WHICH TENDS TO CREATE A SENSE OF ISOLATION AND ALIENATION, AN EXAMPLE OF THIS TYPE OF ENVIRONMENT WOULD SUBURBIA.



CASE STUDY: DALLAS, TX

MAIN STREET GARDEN PARK

DESIGN CONCEPT

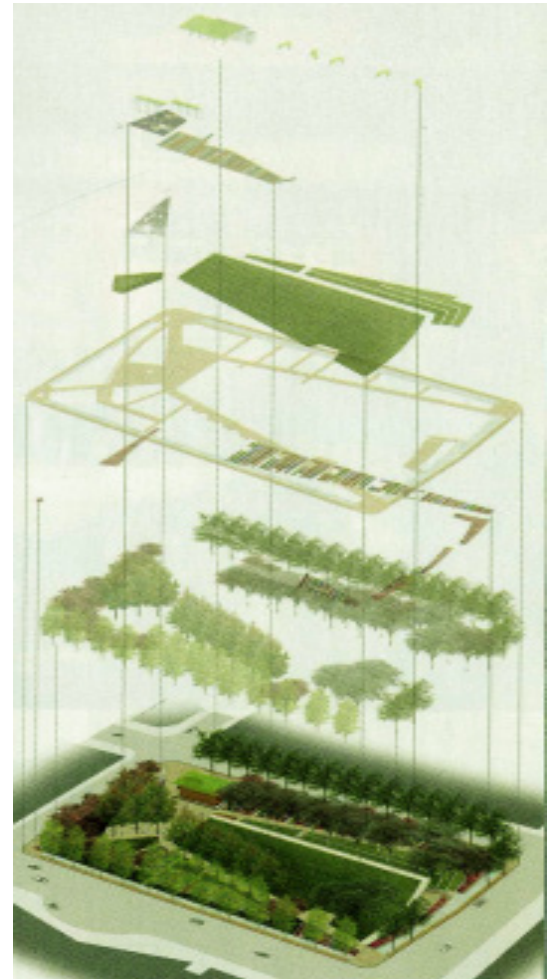
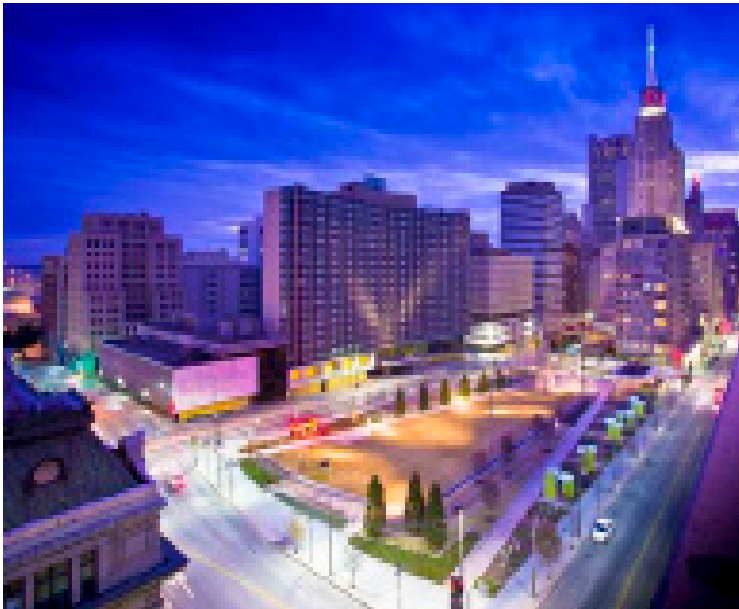
LANDSCAPE ARCHITECT: THOMAS BASLSLEY

CLIENT: THE CITY OF DALLAS, TX

SIZE: 2 ACRES

THIS SIMPLE CONCEPT, ADAPTED TO THE UNIQUE LOCATION OF MAIN STREET GARDEN PARK, CREATES A GREAT CIVIC SPACE THAT DRAMATIZES THE EXISTING QUALITIES OF THE SITE AND ACCOMMODATES SPECIAL PUBLIC GATHERINGS, WHILE ALSO CELEBRATING THE EVENTS OF EVERYDAY LIFE OF THE RESIDENTS IN DOWNTOWN DALLAS.

MAIN STREET GARDEN PARK IS THE FIRST OF THREE NEW URBAN PARKS IN DOWNTOWN DALLAS. THIS TWO-ACRE PARK IS INTENDED TO FOSTER DOWNTOWN RESIDENTIAL AND COMMERCIAL GROWTH AND HAS BEEN DESIGNED AS THE CITY'S NEW CIVIC SPACE, AS WELL AS THE COMMON GROUND FOR RESIDENTS OF ADJACENT HIGH-RISE RESIDENTIAL BUILDINGS, UNIVERSITY STUDENTS AND FACULTY, AND BUSINESS AND COMMERCIAL USERS.



THE CITY'S DOWNTOWN REVITALIZATION PLAN CALLS FOR THE RAZING OF AND TRANSFORMATION OF AN ENTIRE BLOCK INTO A VIBRANT CONTEMPORARY PUBLIC SPACE WITH LAWNS, GARDENS, FOUNTAINS, SHELTERS, AND FAMILY-FRIENDLY AMENITIES. RESIDENTIAL AND RETAIL DEVELOPMENT PLANS FOR THE SURROUNDING BLOCKS ARE ALREADY IN PLACE AND WILL ENSURE A DIVERSE CONSTITUENCY FOR THIS NEW AND VIBRANT URBAN DESTINATION.



DISTINGUISHING CHARACTERISTIC



THE DESIGN TEAM WORKED TO INTEGRATE THESE VARIED AND DISPARATE USES INTO A COHESIVE PARK. THE PARK DESIGN AIMS TO CREATE A NEW DESTINATION FOR DOWNTOWN, ONE THAT EMPHASIZES THE ARCHITECTURAL HISTORY OF THE AREA AND CREATES NEW OPPORTUNITIES FOR CIVIC ENJOYMENT OF THE CITY.

THE PARK IS ORGANIZED AROUND A LARGE CENTRAL LAWN WHICH ACTS AS THE MAIN CIVIC SPACE AND FOREGROUND FOR THE HISTORIC CITY HALL BUILDING. BY LOCATING A GREAT CIVIC LAWN AT THE HEART OF THE PARK IT SERVES AS A FORECOURT FOR THE HISTORIC CITY HALL, GIVING IMPORTANCE TO THE CIVIC BUILDING FRONTING THE PARK. THE OPEN SKY ALLOWS VISITORS TO APPRECIATE THE OTHER BEAUTIFUL BUILDINGS AND THE LAWN GIVES PEOPLE A PLACE TO RELAX, TOSS FRISBEES, AND GATHER FOR PUBLIC EVENTS.

THIS PROGRAMMING IS A VITAL AMENITY FOR PEOPLE WHO LIVE NEARBY AND DON'T HAVE ACCESS TO PRIVATE YARDS, AND THEIR SUCCESS IN ACTIVATING PUBLIC SPACES AND ENTICING FAMILIES TO LIVE DOWNTOWN HAS PROVEN TO BE AN IMPORTANT FACTOR AS POPULATIONS ARE MOVING BACK IN TO URBAN CENTERS.

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CONCLUSION

THE PARK IS ORGANIZED AROUND THE REGION DOES NOT MEET THE CURRENT PRACTICE AND WITH A POPULATION WHICH FOCUSES ON INDIVIDUALITY AND CHARACTER. THIS LOCATION PRESENTED AN OPPORTUNITY FOR LOCAL GOVERNMENT OFFICIALS TO INTRODUCE A SENSE OF PLACE IN ONE OF THE DISTINGUISHED DOWNTOWN DISTRICT IN DALLAS, TX. WHAT THE CITY OF DALLAS, TX IS ABLE TO DO IS GET DEVELOPERS AND PLANNERS TO EMPLOY SIMILAR PHRASEOLOGY APPROACH TO THEIR CITY. HAS SHOWN WITH THIS CASE STUDY THEY WERE ABLE TO ACHIEVE THE MOST SUITABLE OUTCOME FOR THE TAXPAYERS AND WIDER URBAN COMMUNITY AND NEIGHBORHOOD.

THE INSPIRATION I WILL BE ABLE TO TAKEAWAY FROM THIS PROJECT IS THE REORGANIZATION OF PUBLIC/ PRIVATE OPEN SPACE, INCREASE LEGIBILITY OF ESTATE LAYOUT, REORGANIZING PEDESTRIANS CIRCULATION, LIGHTING. THIS WILL IN-TURN ATTRACT FUTURE INVESTMENT WITHIN THE CITY OF BISMARCK, ND; BY TRANSFORMING RUN-DOWN COMMERCIAL, AND HOUSING ESTATES INTO VIBRANT MIX-USE PLACES IDEAL FOR HUMAN HABITATION.

I'M ABLE SEE THE IMPACT LARGE/SMALL PARKS, AND PUBLIC/PRIVATE PLAZAS CAN HAVE ON A URBANSCAPE. BOTH FROM A POLICY MAKING, ECONOMICAL AND CULTURAL STANDPOINT.



CASE STUDY: CLEVELAND, OH

ACCESS FOR ALL

DESIGN CONCEPT

LANDSCAPE ARCHITECT: URS CLEVELAND
CLIENT: THE CITY OF CLEVELAND
SIZE: 6.2 MILE-LONG STRIP OF LAND
COST: \$ 317 MILLION

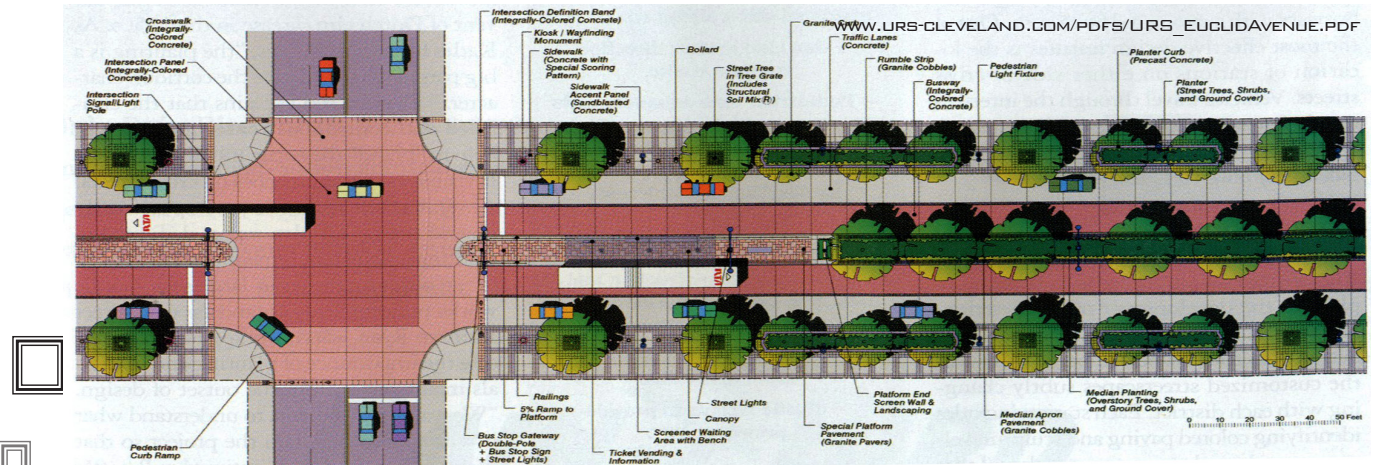
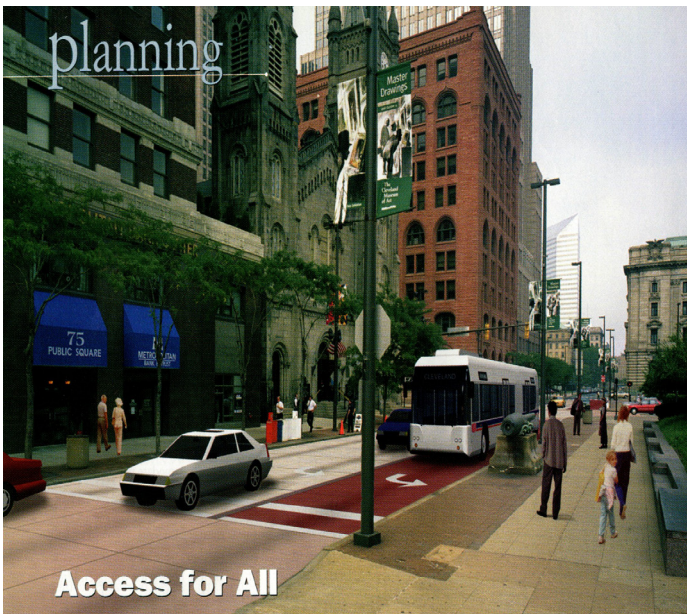
BOTH URS AND BRT, WERE COMMISSIONED TO CONDUCT CONCEPTUAL AND PRELIMINARY DESIGN OF AN IMPROVED SYSTEM.

THE IMPROVEMENTS CONSIST OF THE CREATION OF AN EXCLUSIVE BUS WAY DOWN THE CENTER OF EUCLID AVENUE WITH ONE-HALF-MILE SPACINGS BETWEEN STOPS, TWO NEW TRANSIT CENTERS, SPECIAL TREATMENT FOR A BUS TRANSIT ZONE TO ACCOMMODATE DOWNTOWN DISTRIBUTION OFF EUCLID AVENUE, AND UPGRADES TO FIVE RED LINE RAPID TRANSIT STATIONS.

THIS PROJECT WON THE MINNESOTA CHAPTER OF AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS (MASLA) AWARD FOR EXCELLENCE AND THE NATIONAL SOCIETY (ASLA) MERIT AWARD.

THIS PROJECT WILL CONTRIBUTE TO THE REVITALIZATION ON EUCLID AVENUE. CREATING A MORE TRANSIT FRIENDLY ENVIRONMENT FOR THE AREA. WHICH WILL ENCOURAGE TRANSIT USE AND REDEVELOPMENT OF THE URBAN DOWNTOWN DISTRICT.

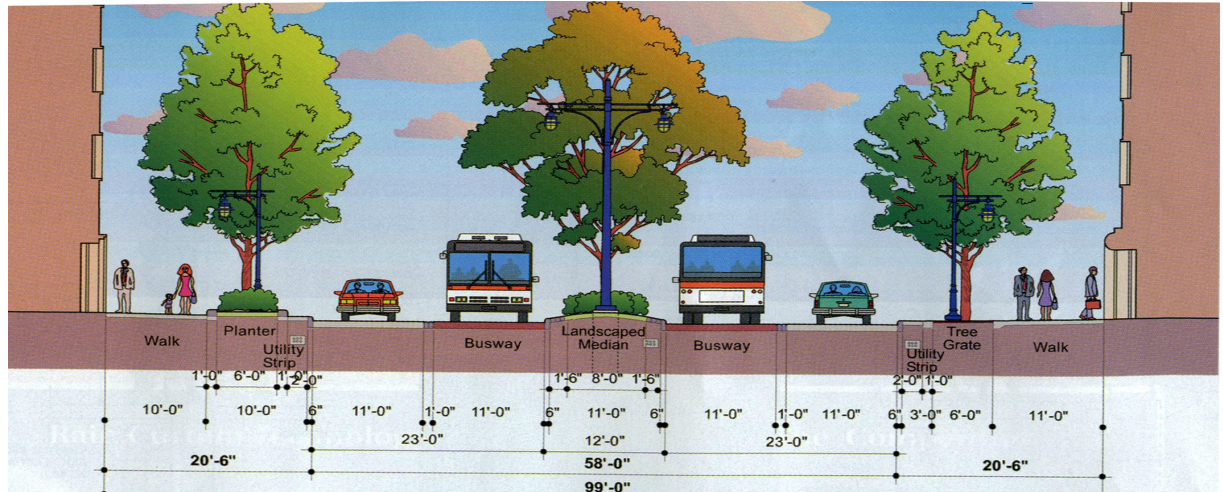
LOCAL PLANNERS AND RESIDENTS ALIKE ARE VERY EXCITED ABOUT THE COMPLETION OF THIS RENOVATION PROJECT.



MASTER PLAN SHOWING THE INTERSECTION SPOT ALONG THE CORRIDOR; ALSO SHOWING STATION STOPS WHICH WILL MINIMIZE DELAYS AND CONGESTIONS.

DISTINGUISHING CHARACTERISTIC

WWW.URS-CLEVELAND.COM/PDFS/URS_EUCLIDAVENUE.PDF



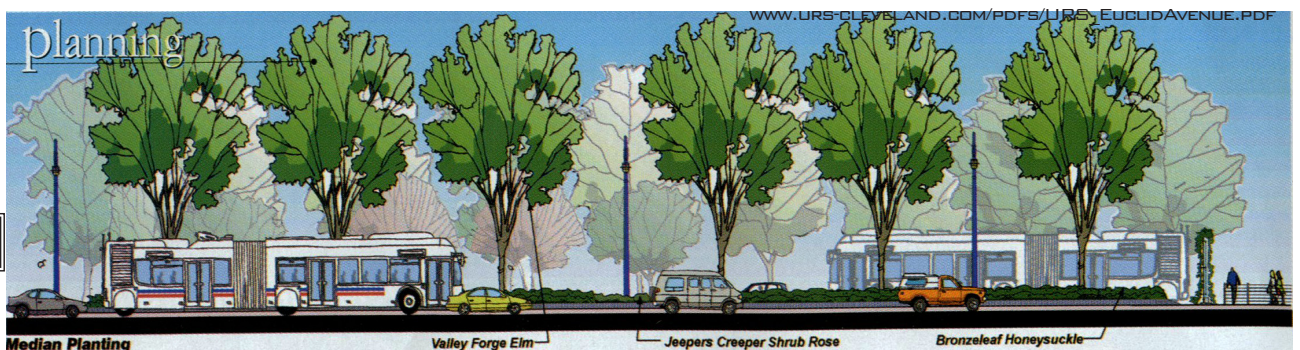
STREET TREES, LANDSCAPED MEDIANS AND SIDEWALK STREETSCAPE DESIGN WILL IMPROVE WALKABILITY AND ENHANCE THE IMAGE OF PUBLIC TRANSPORTATION.

WITH THE IMPLEMENTATION OF LANDSCAPED MEDIANS AS WELL AS SIDEWALK STREETSCAPE DESIGN WILL IMPROVE THE PHYSICAL APPEARANCE OF THE CORRIDOR AND THE IMAGE OF TRANSIT AS WELL. SPECIAL LOW-FLOORED BUSES ARE BEING DESIGNED TO REDUCE POLLUTION AND NOISE, FACILITATE FASTER BOARDING, AND TO PROVIDE A DISTINCTIVE, EASILY IDENTIFIABLE APPEARANCE.

THERE ARE A LOT ENERGY AMONG THOSE INVOLVED WITH EUCLID AVENUE. IN A CITY PUMMELED BY NEWS ABOUT CRIME,

POPULATION LOSS AND DECAY, IT'S A GREAT, SHINING EXCEPTION AND VERY GOOD REASON TO BE HAPPY ABOUT THE CITY OF CLEVELAND'S FUTURE.

THE TOUGHEST ELEMENT OF THIS PROJECT IS GETTING RESIDENTS ON BOARD WITH THIS RE-DEVELOPMENT PROJECT. MENTIONED EARLIER THE A CITY THAT'S RIDDLED WITH NUMEROUS NEGATIVE IMPACTS MAKES IT A DAUNTING TASK FOR BOTH PLANNERS AND LOCAL OFFICIAL. HOWEVER WE'VE SEEN THAT WHEN A STRONG YET WELL- CONCEIVE ACTION PLAN IS APPLIED YOUR ABLE TO ACHIEVE A REVITALIZATION URBAN DISTRICT SUCH AS THE EUCLID CORRIDOR PROJECT.



A PROFILE VIEW OF EUCLID AVENUE SHOWING THE LAVISH STREETSCAPE DESIGN.

CONCLUSION

THE PARK IS ORGANIZED AROUND A LARGE CENTRAL LAWN WHICH ACTS AS THE MAIN CIVIC SPACE AND FOREGROUND FOR THE HISTORIC CITY HALL BUILDING. BY LOCATING A GREAT CIVIC LAWN AT THE HEART OF THE PARK IT SERVES AS A FORECOURT FOR THE HISTORIC CITY HALL, GIVING IMPORTANCE TO THE CIVIC BUILDING FRONTING THE PARK. THE OPEN SKY ALLOWS VISITORS TO APPRECIATE THE OTHER BEAUTIFUL BUILDINGS AND THE LAWN GIVES PEOPLE A PLACE TO RELAX, TOSS FRISBEES, AND GATHER FOR PUBLIC EVENTS.



SUMMARY OF CASE STUDIES

THESE CASE STUDIES COMPLEMENT MY PURSUIT FOR AN URBANSCAPE INTERVENTION OF THE CITY OF BISMARCK, ND. THE REGENERATION FOR BETTER URBAN COMMUNITIES AND NEIGHBORHOODS IN THE MATERIAL, SOCIAL AND SPIRITUAL SENSE IS OLDER THAN RECORDED HISTORY. THE ATTEMPT TO PROVIDE FOR ALL HUMAN NEEDS AND ASPIRATIONS IN AN UPLIFTING ENVIRONMENT IS HIGHLY ORGANIZED IN LE CORBUSIER'S RADIANT CITY PROJECT AS AGAINST THE LESS FORMAL PATTERN OF EBENEZER HOWARD'S GARDEN CITY. EACH SHARE EXTENSIVE LANDSCAPING AND EACH HAS SET EXAMPLES FOR MUCH MODERN URBANISM DEVELOPMENT.

THROUGH THE CASE STUDIES OF URBAN DESIGNING AND PLANNING I HAVE COME TO LEARN; HOW TOWN DEVELOPMENT SUFFERED WHAT MIGHT BE CALLED "THE TRAGEDY OF URBAN PLANNING:" THE SLIPPAGE FROM THE IDEAL DURING THE IMPLEMENTATION OF THE PLANNING AND IMPLEMENTATION STAGES, WHICH INCLUDE THE ABANDONMENT OF THE SOCIAL VALUES AND URBAN COMMUNITY AND NEIGHBORHOOD FACILITIES IN ITS ORIGINAL FORM.

THE DEVELOPMENT OF HIGHLY SUCCESSFUL URBAN CITIES OFTEN ILLUSTRATE HOW HUMAN HABITATION AND SOCIETY CAN BE IMPROVED AND TO INSPIRE EFFECTIVE ACTION. GOVERNING ORGANIZATIONS CAN ESTABLISH CRITERIA AND STRATEGIES FOR DEALING WITH THE HUGE AND ONGOING INCREASES IN URBAN POPULATIONS AND THE NEW TYPE AND SCALE OF PROBLEMS THEY POSE FOR URBAN DESIGNING AND PLANNING. THE CITY IS THE PLACE WHERE THE PULSE OF NEW POLITICAL THOUGHT, ECONOMIC SYSTEM, CULTURAL, EXPRESSION AND TECHNOLOGICAL HAS PLAYED OUT WITH THE HIGHEST DEGREE OF INTENSITY.

SUSTAINABILITY OF URBAN AMENITIES IS AN EVOLVING SET OF VALUES AND OBJECTIVES A DYNAMIC INTERRELATION OF ALL THE COMPONENTS THAT ARE ESSENTIAL OR CONTRIBUTE TO SUSTAINING HUMAN SETTLEMENT AND URBAN COMMUNITY. THE PARTICULAR CONTRIBUTION OF THESE CASE STUDIES HAS TO BE HOW THEY PLACE URBAN ISSUES AND ASPIRATION WITHIN THE REALMS OF NATURE, CULTURE AND HUMAN VALUE.



SUMMARY OF CASE STUDIES

WHAT MADE THESE PARTICULAR CASE STUDIES IMPORTANT TO ME IS A SERIES OF COMMON ELEMENTS I CONSIDER TO BE THE FOUR QUALITY DESIGN GUIDELINES OF COMMUNITY DESIGN. THESE QUALITY GUIDELINES THESE PARTICULAR PROJECTS UTILIZE AND EXHIBIT ARE:

SPATIAL STRUCTURE:

THEY ALL TAKE INTO ACCOUNT THE SPACES BETWEEN THE EXISTING BUILDINGS; THE LOUT OF STREETS; PEDESTRIAN WALKWAYS; GREEN SPACES; HARD AND SOFT LANDSCAPE ELEMENTS; STREET FURNITURE AND PUBLIC ART.

OPEN SPACE:

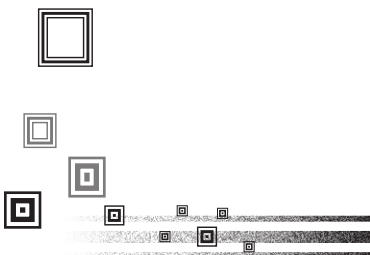
CONSERVATION OF EXISTING TREES, AND HEDGES, INCORPORATED INTO THE PUBLIC REALM; PROVISION OF STRATEGIC OPEN SPACE WHICH MEETS THE NEEDS OF BOTH HUMAN AND WILDLIFE; THE PRESERVATION OF THE ECOLOGICAL REGIONS.

TRAFFIC:

CONTROL OF MOTOR VEHICLES THOROUGH TRAFFIC CLAIMING MEASURES; REDUCTION OF STREET WIDTH, AND PARKING ON STREET; MAXIMUM ENCOURAGEMENT FOR PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORTATION.

FOCAL POINT:

FOCUS FOR AN IDENTIFIABLE AND DISTINCTIVE HOUSING NEIGHBORHOODS PRESERVATION OF HISTORIC DISTRICTS, NEIGHBORHOODS AND BUILDINGS; IMPLEMENTATION OF MIX-USE CORE WHERE APPROPRIATE WITHIN THE URBANSCAPE ENVIRONMENT.



HISTORICAL CONTEXT FOR THIS RESEARCH

URBANISM SINCE THE DAWN OF CIVILIZATION AS PLAYED A TREMENDOUS ROLE IN THE WAY WE HAS OCCUPANT OF THE UTILIZE A CITY. A WELL-CONSTRUCTED OR WELL THOUGHT OUT URBAN DESIGN OR PLANNING CAN PRESERVE A CULTURE FOR MILLENNIA'S. MOST EUROPE-ANS CITIES ARE A TESTAMENTS OF THIS UR-BAN DESIGNING AND PLANNING PHILOSOPHY, BECAUSE THROUGH GREAT DESIGN AND URBAN PLANNING A CULTURE WILL THRIVE. FROM THE BEGINNING STAGES OF A CITY LAYOUT, URBAN PLANNERS ARE ABLE TO COMBAT NUMEROUS ADVERSITIES THAT A CITY WILL FACE THROUGH ITS LIFE CYCLE.

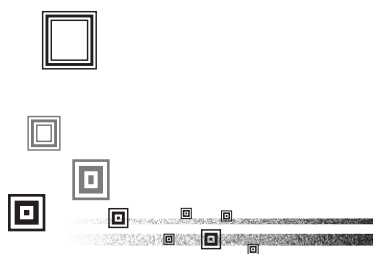
URBAN DESIGN AND PLANNING BEFORE THE COMMENCEMENT OF WORLD WAR I WAS AN AF-TERTHOUGHT FOR MOST COMMUNITIES OR CIT-IES. THIS WAS BECAUSE MOST PEOPLE WHERE NEVER INTERESTED IN LIVING A DENSE SETTING. THE EMERGENCIES OF CERTAIN INDUSTRIAL REVOLUTION ENTICE INDIVIDUALS TO SEEK FU-TURE PROSPERITY AND FORTUNE WITHIN LARGE CITIES. THE INVENT OF THE AUTOMOBILE ONLY FURTHER THIS PERCEPTION THAT LIFE WITHIN THE CITY LIMITS WAS NO LONGER A FANTASY, BUT REALISTIC GOAL.

“THE ROOTS OF U.S. CITY PLANNING LIE IN NINETEENTH-CENTURY PROGRESSIVISM AND IT STRESS ON ORDER, EFFICIENCY, AND TECHNICAL EXPERTISE. IN THE REALM OF URBAN DE-VELOPMENT, THE PROGRESSIVES AIMED TO ATTAIN HOUSING IMPROVEMENTS, AESTHETIC CONSTRUCTION, AND RATIONAL PATTERNS OF GROWTH (FAINSTEIN, 2007).”



“WORKING THIS TRADITION, URBAN PLANNERS CONCERNED THEMSELVES WITH THE ECONOMY ONLY THROUGH THE FUNCTIONAL DESIGNATION OF PHYSICAL AREAS WITHIN THE CITY AS COMMERCIAL OR INDUSTRIAL RATHER THAN THROUGH ANY DIRECT INVOLVEMENT WITH THE ECONOMIC DEVELOPMENT PROCESS. PLANNERS SHAPED THE ENVIRONMENT BY PRESCRIPTION RATHER THAN ENTREPRENEURIAL ACTIVITY; THE MOTIVE FORCE FOR URBAN CHANGE EMANATED FROM PRIVATE INVESTMENT. AS MANY COMMENTATORS HAVE OBSERVED, INEFFECTIVENESS WAS THE CONSEQUENCE OF THIS ESSENTIALLY PASSIVE DEFINITION OF PLANNING. MOREOVER, THE INTERACTION BETWEEN FEDERALISM AND A LOCALLY BASED, NON-IDEOLOGICAL PARTY SYSTEM INHIBITED THE DEVELOPMENT OF A NATIONAL PLANNING THRUST, WHICH COULD HAVE AFFECTED THE LOCATION OF PEOPLE AND INDUSTRY ON A BROAD SCALE (ROBERTSON AND JUDD 1989).”

“THE COMMON INTEREST OF BOTH GOVERNMENT AND DEVELOPERS IN MAXIMIZING THE POTENTIAL RETURN ON A SITE ALLOWS THE FLOURISHING OF PUBLIC-PRIVATE PARTNERSHIPS. THE NEW DEFINITION OF PLANNING AS THE PROCESS BY WHICH THE GOVERNMENT ENABLES THE PRIVATE SECTOR TO INVEST PROFITABLY IN URBAN SPACE UNDERMINES AN EARLIER, CONSERVATIVE PERSPECTIVE WHEREIN GOVERNMENT WAS VIEWED AS ANTAGONISTIC TO BUSINESS. THE EARLIER CONSTRUCTION OF URBAN PROBLEMS AS DEFINED BY POVERTY AND INNER CITY DECLINE HAS BEEN RECONSTITUTED IN TERMS OF COMPETITIVENESS AND FISCAL SOLVENCY (SMITH 1988).”



HISTORICAL CONTEXT FOR THIS RESEARCH

"IT IS IMPORTANT THAT PLANNERS DO NOT BECOME SO PREOCCUPIED WITH THE DEVELOPMENT OF NEW SHOPPING CENTERS THAT THEY FAIL TO GIVE ADEQUATE ATTENTION TO THE OLDER BUSINESS DISTRICTS. IN MOST CITIES, THE CENTRAL BUSINESS DISTRICTS AND THE OLDER BUSINESS SUB-CENTERS CONTINUE TO SUPPLY THE BULK OF THE NEEDS OF THE URBAN POPULATION (WEBSTER 1958)."

NEVERTHELESS, MANY OF THE OLDER SHOPPING DISTRICTS HAVE BECOME CASUALTIES OF THE AUTOMOBILE AGE, AND THE ACCOMPANYING SHIFTS OF POPULATIONS AND INDUSTRY. THE LOSS OF BUSINESS TO THE NEWER SHOPPING CENTERS HAS PRODUCED A CURRENT RATE OF DETERIORATION WHICH HAS BECOME A MATTER OF GRAVE PUBLIC CONCERN IN MANY OF THE URBAN COMMUNITIES THROUGHOUT THE COUNTRY. THE ECONOMIC LOSS IS FELT NOT ONLY BY BUSINESS MEN AND PROPERTY OWNERS IN THESE DECLINING DISTRICTS, BUT ALSO IS REFLECTED IN LOWER TAX RETURNS AND HIGHER PROPORTIONATE COSTS OF PUBLIC SERVICES (WEBSTER 1958)."

THE CITY IS AN URBAN COMMUNITY IN WHICH PEOPLE ARE ABLE TO COMMUNICATE. EARLY CITIES BEGAN BECAUSE OF THE BARTERING SYSTEM OF THE DAY, THEN CAME TRADING HUBS, MILITARY CENTERS, OR RELIGIOUS SHRINES. CITIES STILL FLOURISH FOR THE SAME REASON. FOR EACH, THE CITY PROVIDES A PLACE OF CONTACT. THE CITY IS A PLACE TO MAKE A BUSINESS DEAL, ENACT RULES AND REGULATIONS, MAKE FRIENDS, AND EVEN FALL IN LOVE.



“THE OLD JUSTIFICATION FOR PLANNING WAS COMPREHENSIVENESS AND THE MINIMIZATION OF NEGATIVE EXTERNALITIES (KLOSTERMAN 1985).” HOWEVER, URBAN DESIGNERS AND PLANNERS NO LONGER APPROACH THE PROFESSION FROM THIS MIND SET.

“THE NEW ONES ARE COMPETITIVENESS AND MARKET RATIONALITY. THE DEBATE OVER THE UTILITY OF THE RATIONAL MODEL BECOMES MEANINGLESS IN A CONTEXT OF NEGOTIATION WITH PRIVATE INVESTORS. WHEREAS PLANNING WAS PREVIOUSLY SEEN BY BOTH ITS SUPPORTERS AND ITS RIGHT-WING CRITICS AS ANTITHETICAL TO MARKETS, IT IS NOW DIRECTED AT BUDGETING TO MARKET ANALYSIS, NEGOTIATION, AND PROJECT SPECIFIC CAPITAL PROGRAMMING. FORECASTING IS INTEGRATED INTO STRATEGIC PLANNING TECHNIQUES BORROWED FROM BUSINESS SO AS TO PERMIT THE SEIZING OF OPPORTUNITIES FOR GROWTH, OFTEN WITH ALMOST TOTAL NEGLECT OF DISTRIBUTIONAL CONSEQUENCES (SWANSTROM 1987).”



GOALS OF THESIS PROJECT:

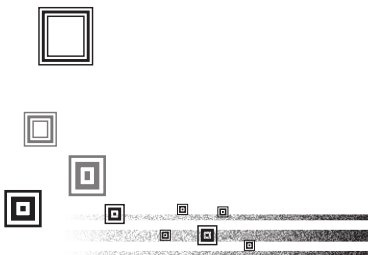
ACADEMIC:

ACADEMICALLY SPEAKING I AM UNDER THE IMPRESSION THAT I HAVE UNDERPERFORMED TO MY ABILITIES, DUE TO DISTRACTIONS OUTSIDE OF THE CLASSROOM. I AM PROUD TO BE A MEMBER OF THE FUTURE SPRING 2012 LANDSCAPE ARCHITECTURE GRADUATING CLASS AT NORTH DAKOTA STATE UNIVERSITY. IN THE NEAR FUTURE, MY INTENT IS TO PURSUE A CAREER IN THE FIELD OF URBAN DESIGNING AND PLANNING.

ONE OF THE MAIN EMPHASIS WILL BE THE STEWARDSHIP OF THE PUBLIC AND PRIVATE SECTORS' SAFETY, HEALTH, AND WELFARE WITH THE URBAN ENVIRONMENT. WHEN IT COMES TO THE FIELD OF URBAN DESIGNING AND PLANNING, I BELIEVE IT CAN REALLY HAVE A PROFOUND IMPACT THE HUMAN RACE. THE REASON FOR SUCH STATEMENT CAME ABOUT DUE TO THE HISTORY OF THE FIELD. SURE ONE PERSON CAN MAKE A MAJOR CONTRIBUTION TO THE ENVIRONMENT, BUT WITHOUT INSIGHTFUL DECISION MAKING ORGANIZATIONS, OUR CITIES, TOWNS, AND COMMUNITIES OFTEN FALL VICTIMS TO POOR PLANNING. TODAY THERE ARE NUMEROUS SPECIAL INTEREST GROUPS AND ORGANIZATIONS ARE STARTING TO APPROACH THIS ISSUE OF SUSTAINABLE URBANISM, MEANING BETTER LAND-USE TO REDUCE URBAN SPRAWL ACROSS AMERICA

PROFESSIONAL:

PROFESSIONALLY SPEAKING THE FIELD OF LANDSCAPE ARCHITECTURE DEMANDS BOTH PRESENT AND FUTURE LANDSCAPE ARCHITECTS TO IMMURSE THEMSELVES IN A WEALTH OF KNOWLEDGE. DURING OUR CAREERS, AS LANDSCAPE ARCHITECT WILL NEED TO BE ABLE TO ADDRESS SOCIETY'S MOST COMPLEX ISSUES AS PRACTITIONERS OR DISCIPLINARY RESEARCHES, THE PROFESSION THEN REQUIRES THAT WE OBTAIN THE PROPER TRAINING AND SCHOOLING BY RECEIVING A COMPREHENSIVE EDUCATION. UNIVERSITIES THEN PLAY A MAJOR ROLE IN THE PROCESS OF PROFESSIONAL PREPARATION FOR ENTRY INTO THE FIELD.



GOALS OF THESIS PROJECT:

COLLEGES THEN ASSUME THE THREE PRIMARY RESPONSIBILITIES: TEACHING, RESEARCH, AND SERVICE TO THE URBAN COMMUNITY. THROUGH MY RESEARCH, I HAVE DISCOVERED THE IMPACT URBAN DESIGNER OR PLANNER CAN HAVE ON A COMMUNITY. HOWEVER, THE FIELD REQUIRES A GREAT DEAL OF KNOWLEDGE AND EXPERTISE FROM PRACTITIONER, OF THE PROFESSION.

PERSONAL:

PURSuing OF A CAREER WITHIN THE FIELD OF LANDSCAPE ARCHITECTURE IS SOMETHING I AM LOOKING FORWARD TO IN THE FUTURE. I KNOW THIS WILL BE A GREAT CHALLENGE FOR ME, BUT I BELIEVE THAT THE EDUCATION I AM HAVE OBTAINED FROM AN ACCREDITED INSTITUTION SUCH AS NORTH DAKOTA STATE UNIVERSITY. WILL PREPARE ME FOR THE VARIOUS ENVIRONMENTAL DESIGN ISSUES OUR SOCIETY NEED TO ADDRESS.

HAS A FUTURE LANDSCAPE ARCHITECT MY GOAL IS TO CREATE WELL-DESIGNED SITED CIVIC SPACES AND PUBLIC GATHERING PLACES. PROVIDE CITIES, TOWNS, COMMUNITIES AND NEIGHBORHOODS WITH IDENTIFIABLE CENTERS AND EDGES; COMPACT DEVELOPMENT THAT PRESERVES FARMLANDS AND ENVIRONMENTALLY SENSITIVE AREAS.

I WILL DEDICATE MY SERVICE TO DISCOURAGE AUTO-DOMINATED LANDSCAPES PROJECTS, WHICH IN PAST HAVE PLAYED A MAJOR ROLE IN URBAN SPRAWLS. I WILL WORK DILIGENTLY TO PROMOTE INFILL DEVELOPMENT TO REVITALIZE CITY CENTERS, WHICH WILL PROMOTE INTERCONNECTED STREETS. SUCH AN APPROACH SHOULD HAVE A PROFOUND IMPACT TOWARDS A MORE TRANSIT-ORIENTED DEVELOPMENT (TOD); CREATING STREETS FRIENDLY TO PEDESTRIANS AND CYCLISTS.



SITE INVENTORY

ANALYSIS NARRATIVE:

I CHOOSE THE CITY OF BISMARCK, ND AS THE MOST APPROPRIATE SITE FOR MY THESIS PROJECT. ONE OF THE FEW REASONS FOR ME DECIDING TO FOCUS ON THE CITY OF BISMARCK IS THE SITE'S LOCATION. ANOTHER WAS SINCE I'VE BEEN ATTENDING NORTH DAKOTA STATE UNIVERSITY I NEVER VISIT THE CITY BEFORE, PLUS IT'S THE CAPITAL CITY FOR THE STATE OF NORTH DAKOTA. MY SITE INVESTIGATION TOOK PLACE OVER THANKSGIVING. I ARRIVED AT THE SITE AT APPROXIMATELY 12:18 P.M. FOR THE FIRST TIME, NOT THAT I HAVEN'T BEEN HERE BEFORE; I DROVE BY IT ONCE ON MY WAY TO REGENT, ND FOR A CLASS RELATED PURPOSE. THE WEATHER CONDITION WAS PLEASANT FOR LATE NOVEMBER, USUALLY AT THIS TIME OF THE YEAR THE GROUND IS COVERED WITH SNOW. THE TRAFFIC CONDITION WAS AT A MODERATE LEVEL THAT DUE TO IT BEING A NATIONAL HOLIDAY. IN MY OPINION THIS WAS AN IDEAL DAY TO PERFORM AN INVENTORY OF FOR THE CITY OF BISMARCK, ND. HOWEVER AS A FUTURE LANDSCAPE ARCHITECT, I CAME TO REALIZE I MAY HAVE DONE THE CITY OF BISMARCK A DIS-SERVICE BY NOT DOCUMENTING THE CITY WHEN IT'S FUNCTIONING AT FULL CAPACITY. I HAVE COME TO THE REALIZATION THAT A CITY IS A "MACHINE", METAPHORICALLY SPEAKING, AND NOT BEING ABLE TO WITNESS THE CITY FROM THAT STAND POINT. AT TIMES I WOULD GET A GLIMPSE OF THE CITY FUNCTIONING IN A MANNER I BELIEVE A CITY OF THAT SCALE SHOULD OPERATE; TOWARDS THE END OF THE END OF MY DOCUMENTATION OF THE CITY.

THE CITY OF BISMARCK SEEMED LIKE A GIANT AT SLEEP, WITH MOST LIGHT INDUSTRIAL AND COMMERCIAL DISTRICTS DESERTED. TO MY SURPRISE THE RESIDENTIAL DISTRICTS WERE ALSO AT NOT AS ACTIVE HAS IMAGINE THEM TO BE. THE WIND WASN'T EVEN BOTHERSOME; PERHAPS IT BLEW OVER ME DUE TO THE NORTH HILL. I HAD THE OCCASIONAL OVERCAST GRAY CLOUDS LINGERING ABOVE THE CITY, BUT THIS DIDN'T HINDER MY VISIBILITY OF BISMARCK, ND. MEANING I WAS ABLE TO DOCUMENT THE CITY OF BISMARCK, ND WITH REALLY GOOD SUNLIGHT CONDITION. UNLIKE THE RED RIVER VALLEY REGION OF THE STATE, THE CITY OF BISMARCK AS SOME VERY DISTINGUISHED CHANGE IN ELEVATION THROUGHOUT THE SITE.



PROGRAMMATIC REQUIREMENT

WHEN DEVELOPING AN URBAN DESIGN PLATFORM FOR THE CITY OF BISMARCK,ND THERE ARE A FEW AREAS OF INTEREST, WHICH NEEDS TO BE ADDRESS:

AVAILABILITY & EXPANSION CAPABILITY OF PUBLIC FACILITIES & SERVICES:

1. USING EXISTING OPEN SPACES TO CREATE VIBRANT SMALL PARKS AND PLAZAS.

TRANSPORTATION IMPROVEMENTS:

1. PROVIDE EFFICIENT TRANSPORTATION NETWORKS INCLUDING ALTERNATIVES TO THE CAR
2. PROMOTE CONNECTIVITY AND INTEGRATED TRANSPORTATION MODALITIES

EXISTING USE OF LAND:

1. PROMOTE DIVERSE HOUSING OPPORTUNITIES THAT ARE WELL DESIGN (GREEN) AFFORDABLE AND MIXED-USE.
2. PROVIDE A RANGE OF HOUSING TYPES AND TENURES IN SAFE NEIGHBORHOODS

HISTORIC SITES AND IDENTIFIABLE CENTER:

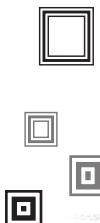
1. PRESERVE AND ENHANCE THE CULTURAL HERITAGE OF THE DOWNTOWN
2. FOSTER DEVELOPMENT AS A COMMUNITY (E.G. COMMUNITY GATHERING SPACE AND EVENTS)
3. INTEGRATE ART, SCULPTURE, AND WATER FEATURES THAT TIES THROUGHOUT THE DOWNTOWN AREA

SENSITIVE ENVIRONMENTAL RESOURCES:

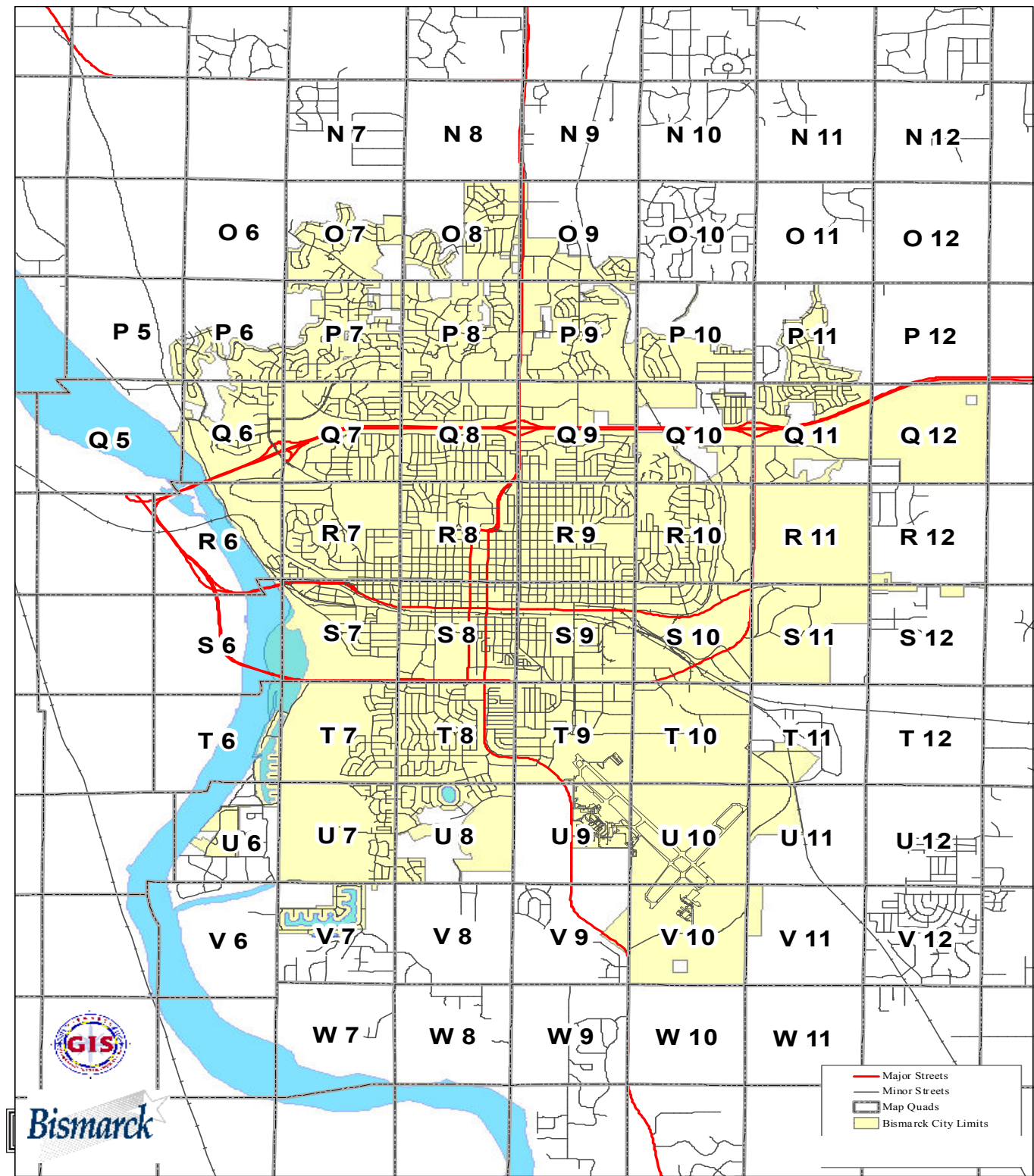
1. CONTROL POLLUTION (NOISE, AIR, LIGHT, WATER, SOIL,)
2. REDUCE IMPERVIOUS SURFACES TO INCREASE WATER INFILTRATION
3. PRESERVE HABITAT AND CONNECTED NATURAL SYSTEMS FOR TERRESTRIAL AND AQUATIC SPECIES AND PROVIDE NATURAL AND RECREATIONAL AREAS FOR RESIDENTS

FISCAL IMPACTS:

1. INCREASE DENSITY AND VITALITY OF ACTIVITIES (ART, CULTURE, AND BUSINESS) IN EXISTING DOWNTOWN AREA
2. FOSTER COMMERCIAL DEVELOPMENT TO PROMOTE AND EXPAND THE ROLE OF BISMARCK,ND AS A COMMERCIAL, EDUCATIONAL,AND LIGHT INDUSTRIAL URBAN AREA
3. ENCOURAGE AFFORDABLE COMMERCIAL SPACE FOR SMALL-SCALE BUSINESS AS WELL AS ADDITIONAL LARGE FORMAT RETAIL

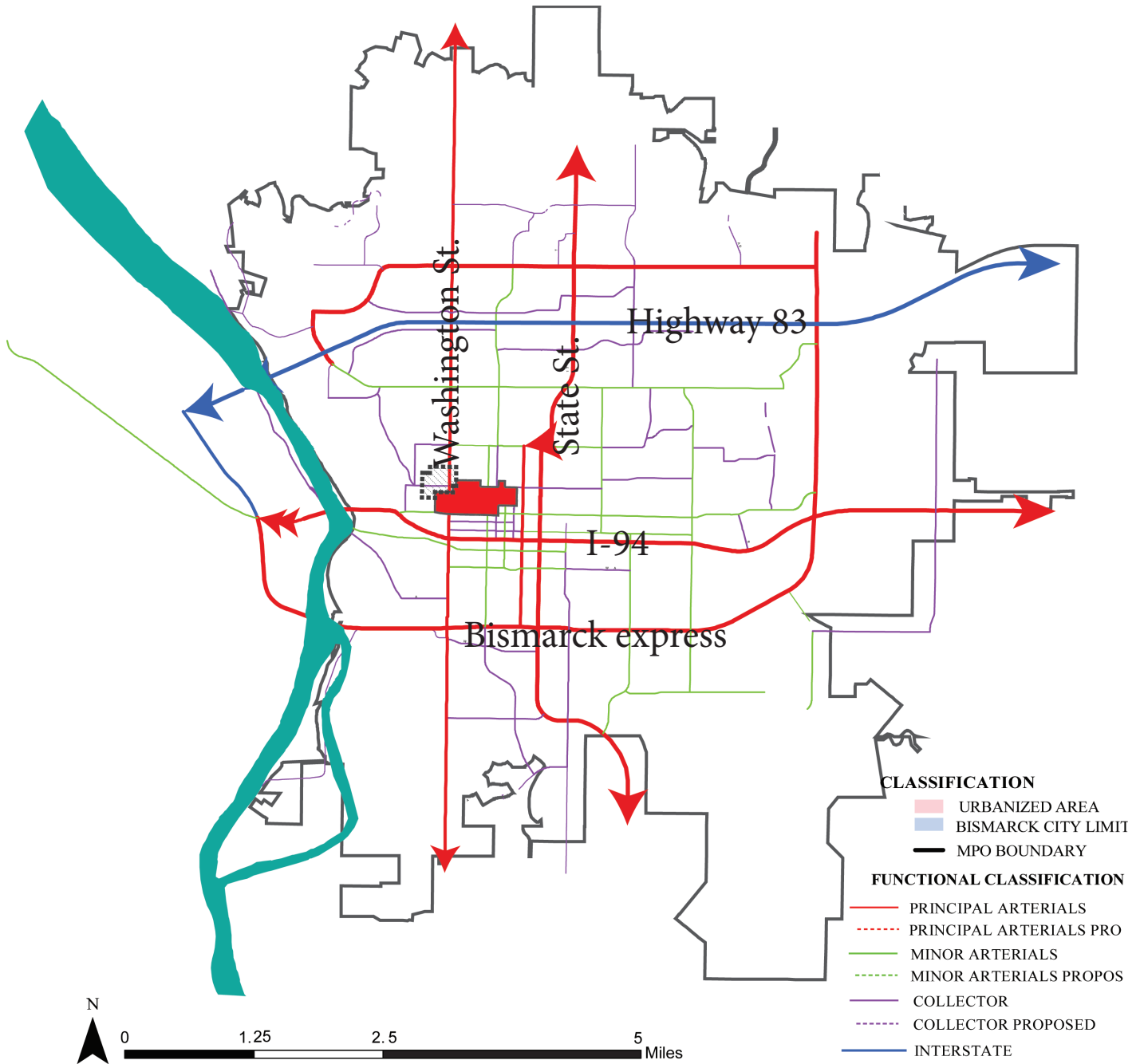


SITE ANALYSIS



SITE BASE MAP

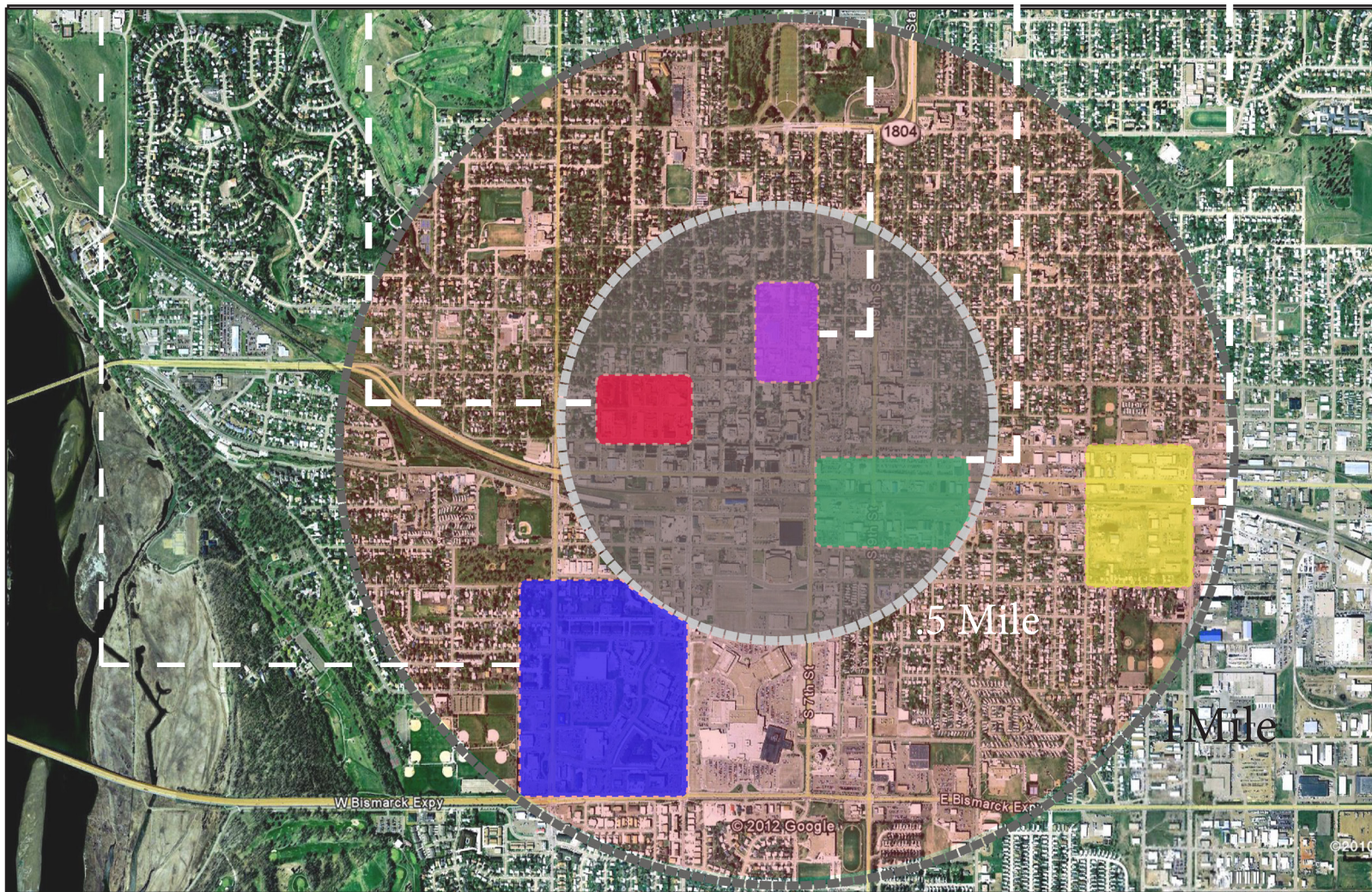
SITE ANALYSIS



STREET CLASSIFICATION

SITE LOCATION : MACRO-SCALE

BUSINESS DISTRICT CORE BUSINESS DISTRICT /
HISTORIC NEIGHBORHOOD CORPORATE DISTRICT INDUSTRIAL DISTRICT



LEGEND: ■ ■ ■ .5 MILE ■ ■ ■ 1 MILE

SITE OPTION: ■

ZONES AND DISTRICTS POPULATION DENSITY

+ POPULATION DENSITY:
RENAISSANCE ZONE: 2,031 PEOPLE/SQ. MILE
BISMARCK: 2,065 PEOPLE/SQ. MILE

+ POPULATION DENSITY:
DOWNTOWN CORE DISTRICT: 2,293 PEOPLE/SQ. MILE
BISMARCK: 2,065 PEOPLE/SQ. MILE

+ POPULATION DENSITY:
DOWNTOWN FRINGE DISTRICT: 2,172 PEOPLE/SQ. MILE
BISMARCK: 2,065 PEOPLE/SQ. MILE

+ POPULATION DENSITY:
CATHEDRAL HISTORIC DISTRICT: 3,721 PEOPLE/SQ. MILE
BISMARCK: 2,065 PEOPLE/SQ. MILE

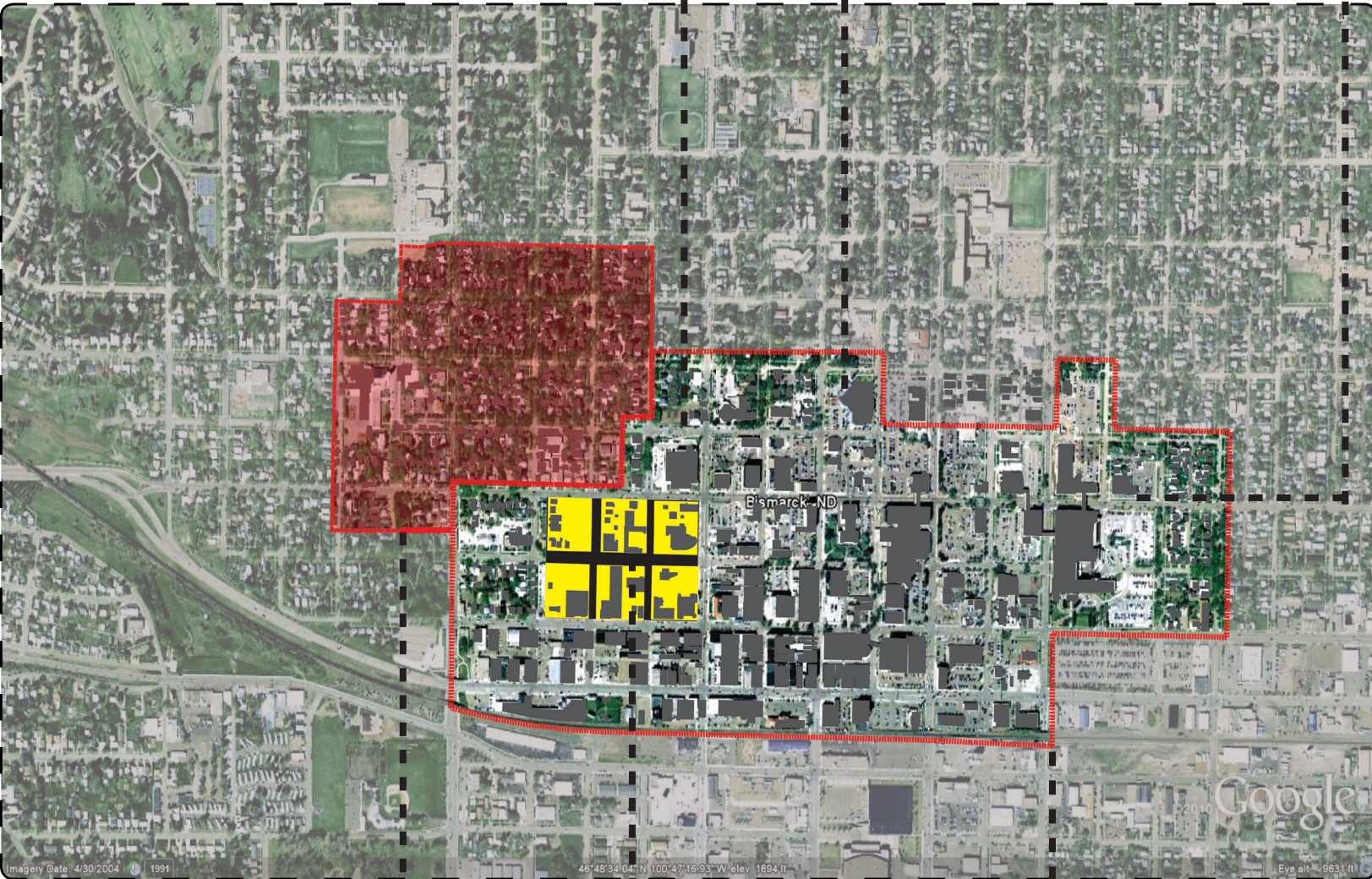
SITE ANALYSIS

ZONES AND DISTRICTS

DOWNTOWN FRINGE DISTRICT

DOWNTOWN CORE DISTRICT

RENAISSANCE DISTRICT



AREA OF INTEREST

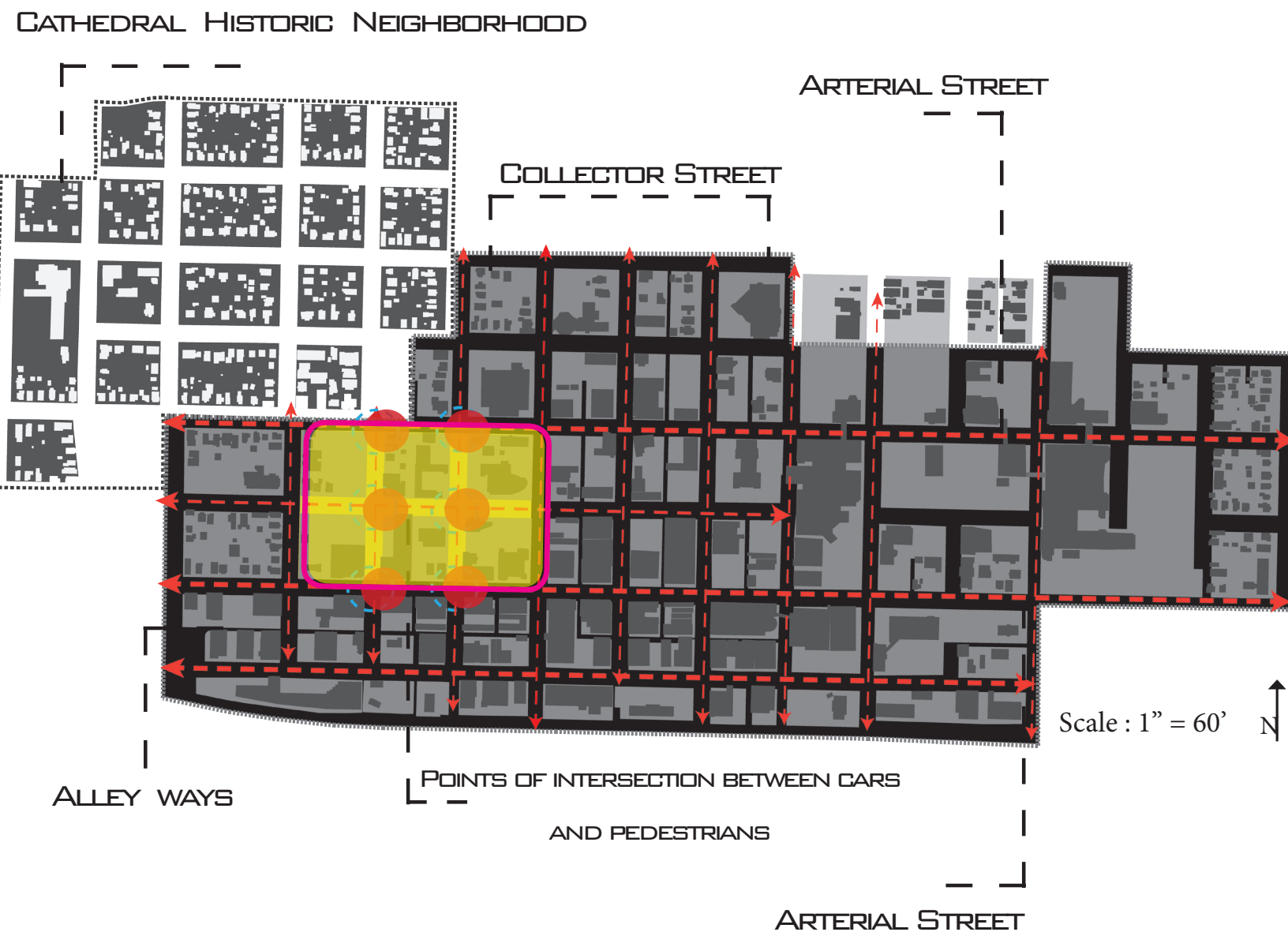
SITE OUTLINE

CATHEDRAL HISTORIC NEIGHBORHOOD



ZONING MAP

TRAFFIC CIRCULATION PATTERN



LEGEND: SITE LOCATION 

STREET-TYPES AND BLOCKS



Photo courtesy of Google Earth

SITE LOCATION: DOWNTOWN BISMARCK, ND
SITE AREA : 18.5 ACRES
DESIGNER: LEROY GRANT
POTENTIAL CLIENTS: CITY OF BISMARCK
PRIVATE DEVELOPER

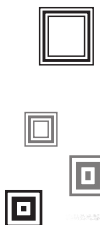
SCALE : 1" = 30' N

SITE ANALYSIS

SITE HISTORY

THE CITY OF BISMARCK, ND BEGAN LONG BEFORE WHITE SETTLEMENT OF THE NORTHERN PLAINS BEGAN; A NATURAL FORD ON THE SITE OF PRESENT-DAY BISMARCK AT THE TIME WAS KNOWN TO PLAINS INDIAN TRIBES AS ONE OF THE NARROWEST AND LEAST DANGEROUS CROSSINGS ON THE MISSOURI RIVER. WITH THE DISCOVERY OF STONE TOOLS AND WEAPONS IN AND AROUND THE SITE. SHOWS THERE WAS ONCE THE HUNTING GROUND THOUSANDS OF YEARS AGO BY PREHISTORIC TRIBES. WHEN EXPLORE ARRIVED SOMETIME AROUND THE 1700s, THOSE TRIBES HAD BEEN DISPLACED BY THE MANDAN AND HIDATSA PEOPLES. UNLIKE NOMADIC PLAINS TRIBES, THE MANDAN AND HIDATSA BUILT FORTIFIED TOWNS, CULTIVATED PARCELS OF LAND TO PROVIDE FOOD; WHICH EVOLVED INTO COMMUNITIES IN AND AROUND PRESENT-DAY BISMARCK, AND DEVELOPED A THRIVING NORTHERN PLAINS TRADING HUB.

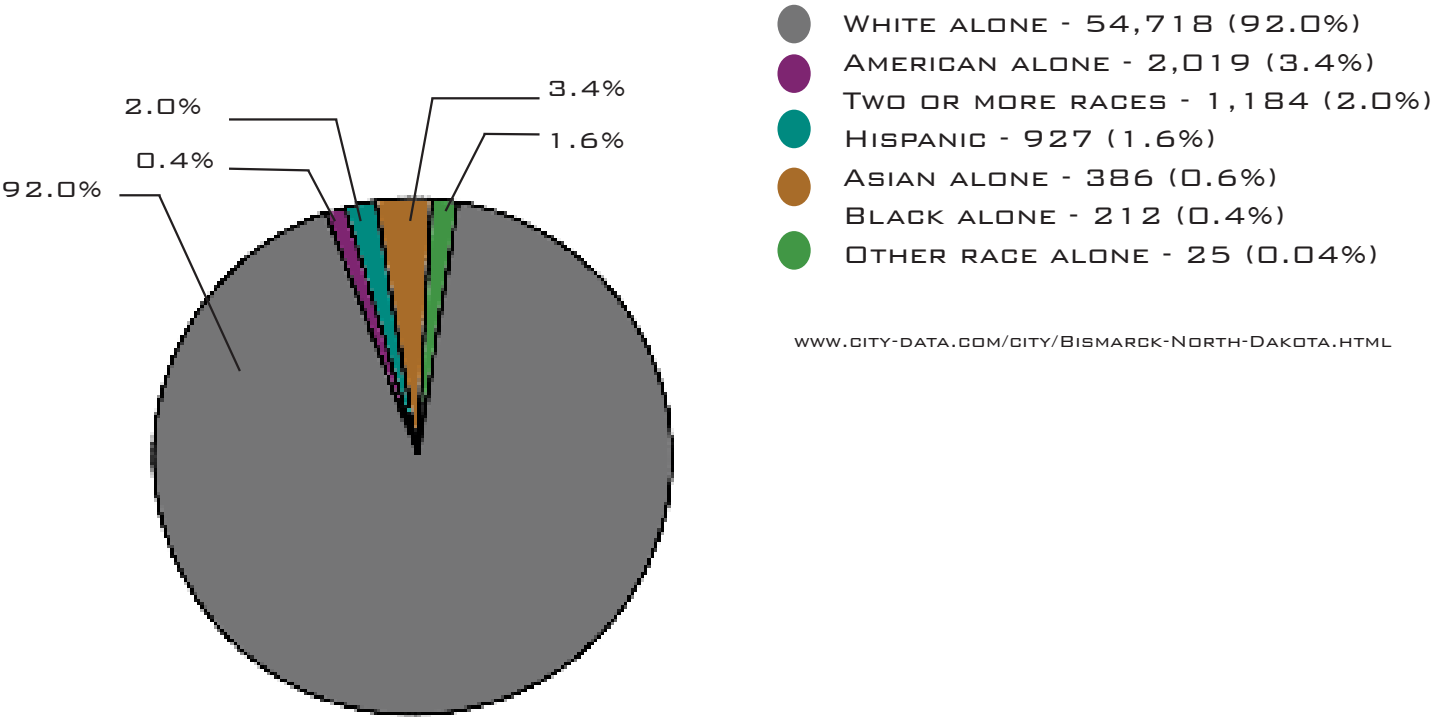
TODAY BISMARCK, ND IS THE STATE CAPITAL AND SEAT OF BURLEIGH COUNTY AS A POPULATION OF 55532; LOCATED SOUTH CENTRAL N.D., ON HILLS OVERLOOKING THE MISSOURI RIVER; ESTABLISH IN 1873. CONSIDERED THE TRADE CENTER FOR A LARGE SPRING-WHEAT, LIVESTOCK, AND DAIRYING REGION, BISMARCK IS ALSO A FINANCIAL AND TELECOMMUNICATIONS CENTER, AND DEVELOPMENT OF THE OIL RESERVES IN THE NEARBY WILLISTON BASIN IS IMPORTANT. LEWIS AND CLARK CAMPED NEARBY IN 1804. WITH THE BEGINNING OF RIVER TRAFFIC IN THE 1830s, A STEAMBOAT PORT CALLED THE "CROSSING ON THE MISSOURI" EMERGED IN THE CITY. IN 1872, CAMP GREELEY (LATER CAMP HANCOCK) WAS CREATED TO PROTECT WORKERS BUILDING THE NORTHERN PACIFIC RR. WHEN THE RAILROAD REACHED THE FORT THE NEXT YEAR, A TOWN WAS LAID OUT, SUBSEQUENTLY NAMED BISMARCK IN THE HOPE OF ATTRACTING GERMAN INVESTMENT IN THE RAILROAD. BISMARCK BOOMED AS A RIVER PORT AND RAILROAD CENTER, A GATEWAY FOR WESTERN EXPANSION, AND SUPPLY POINT FOR THE BLACK HILLS GOLD RUSH (1874). IT BECAME THE TERRITORIAL CAPITAL IN 1883.



SITE ANALYSIS

DEMOGRAPHICS

THE CITY OF BISMARCK HAS A
POPULATION OF 62,272

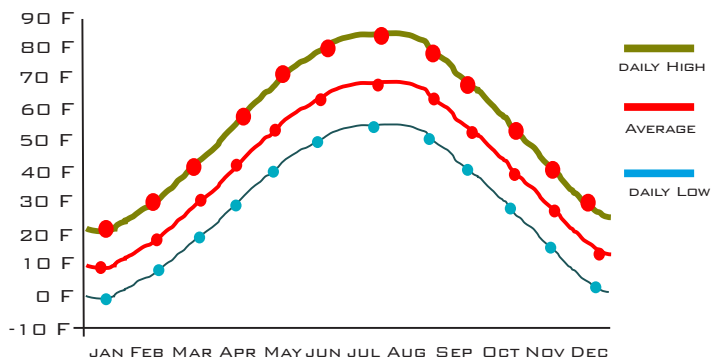


WWW.CITY-DATA.COM/CITY/BISMARCK-NORTH-DAKOTA.HTML

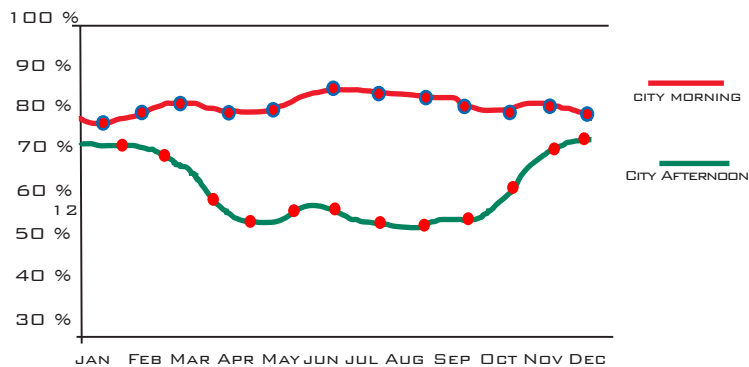
SITE ANALYSIS

CLIMATE DATA CHARTS

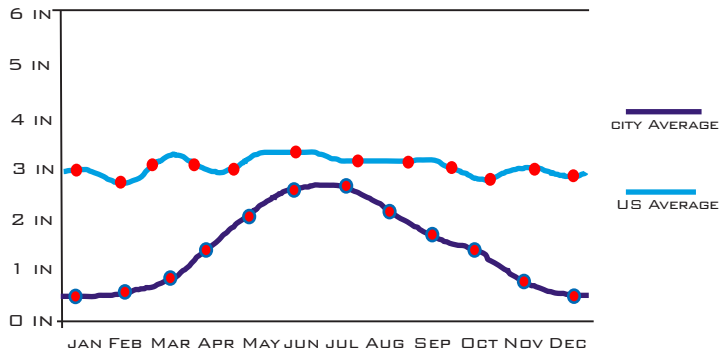
AVERAGE TEMPERATURES



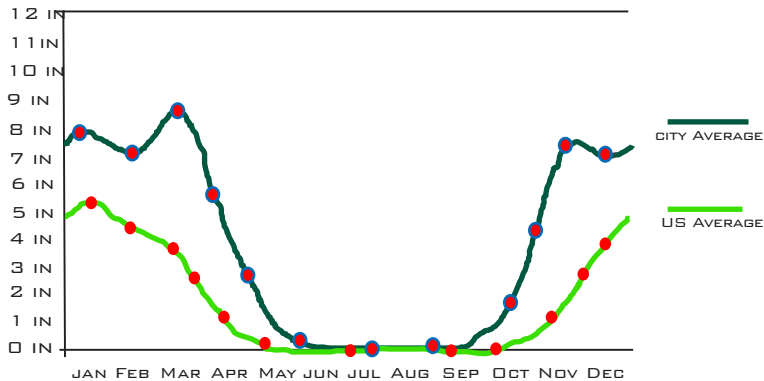
HUMIDITY



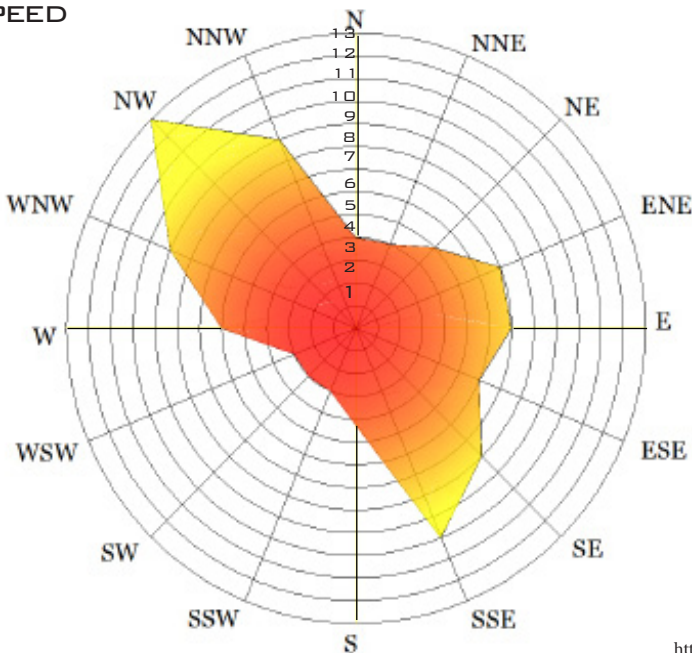
PRECIPITATION



SNOWFALL



WIND SPEED



SITE INVENTORY/ANALYSIS



ENTRANCE TO THE CITY OF
BISMARCK TRAVELING FROM
FARGO, ND ON I-94



VIEW OF STATE ST. & DIVIDE
NOT A PEDESTRIAN FRIENDLY
STREET.

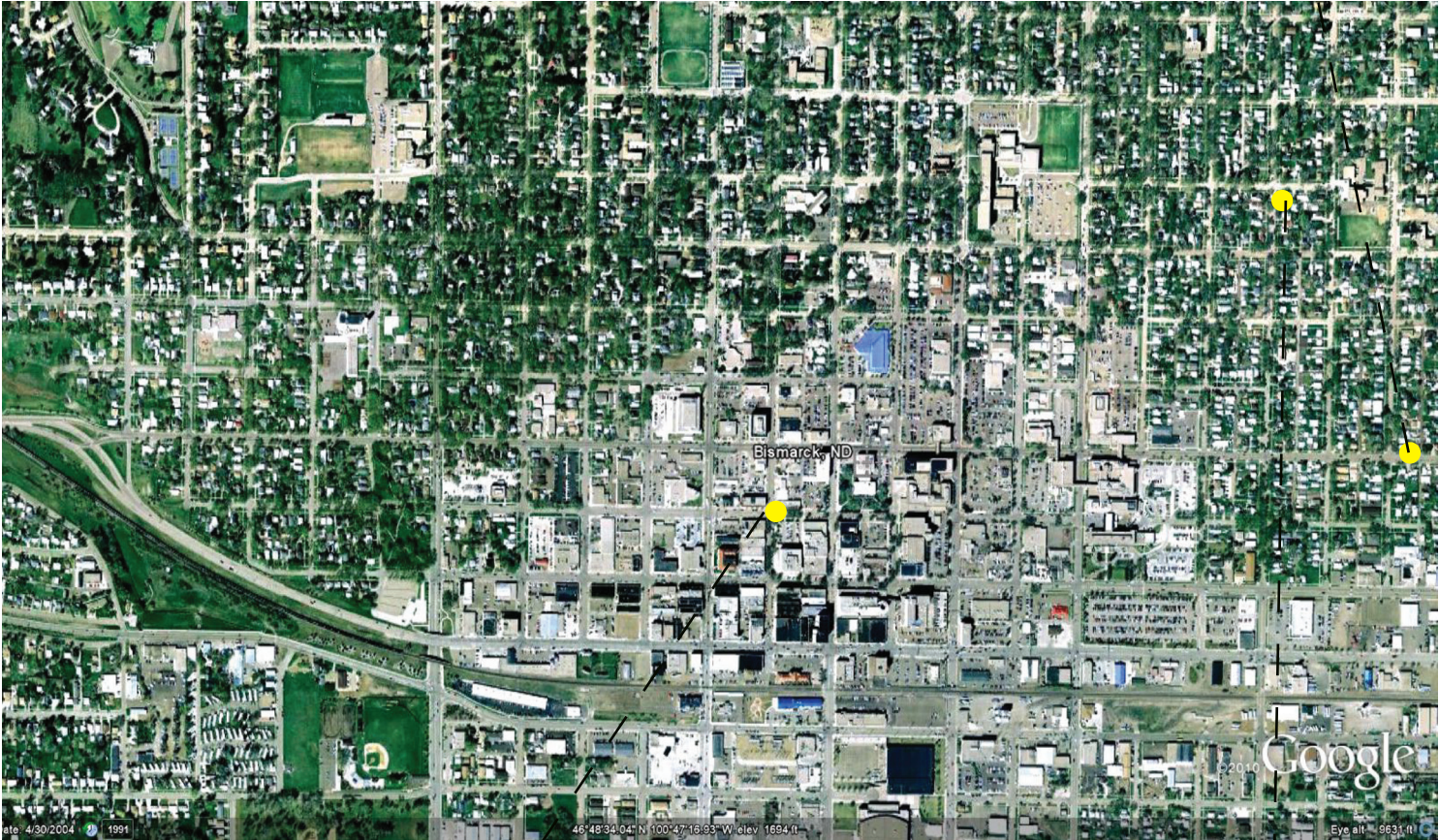


PHOTO COURTESY OF LEROY GRANT



VIEW OF 9TH ST. & BROADWAY
LOOKING NORTH AT THE LOCAL HOSPITAL.



PHOTO COURTESY OF LEROY GRANT

VIEW OF RESIDENTIAL AREA, CLOSE
TO CORPORATE DISTRICT.



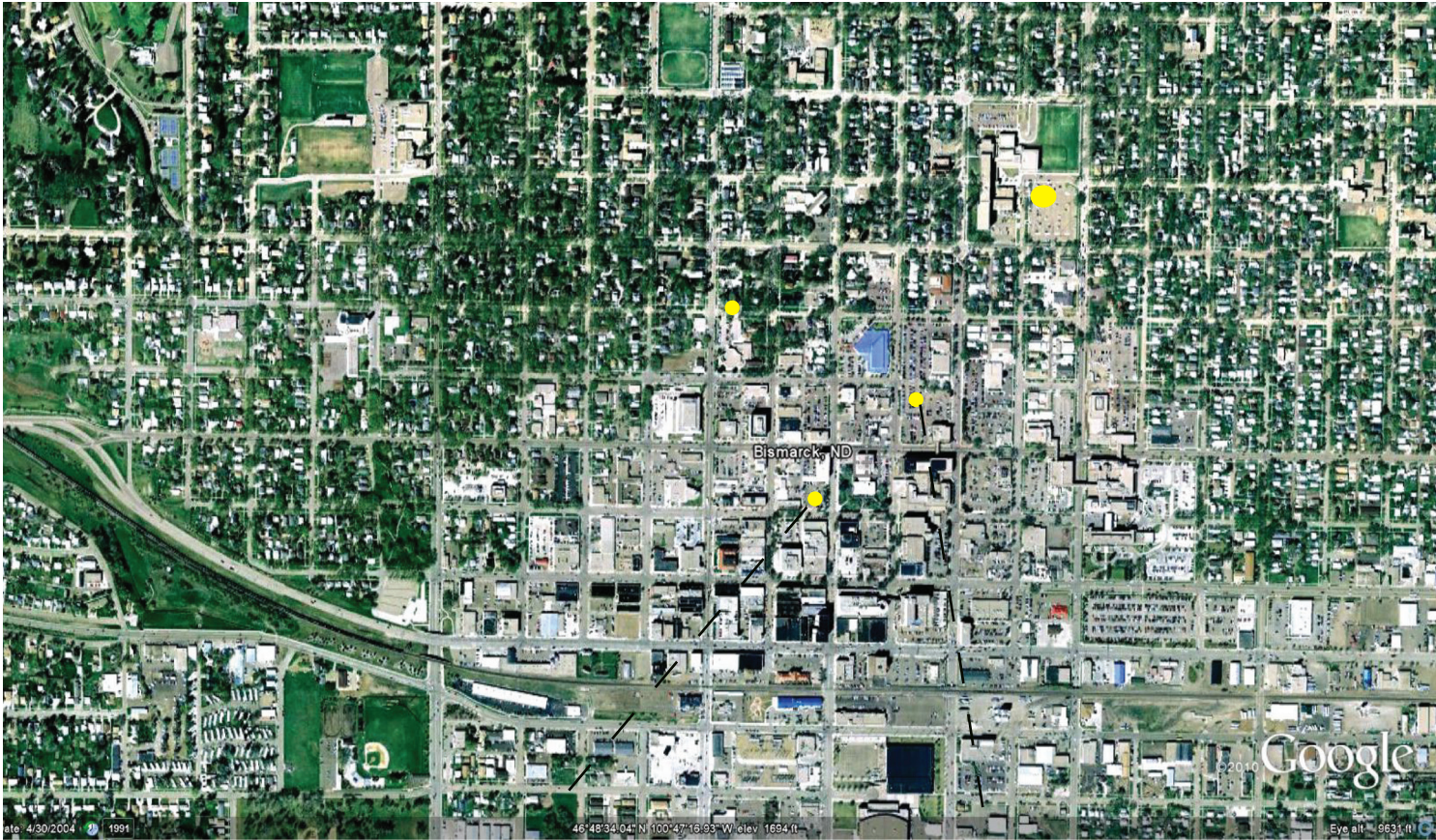
SITE INVENTORY/ANALYSIS



VIEW OF BROADWAY & 8TH ST.
LOOKING AT ONE THE MANY
HISTORICAL CHURCHES LOCATED IN
DOWNTOWN DISTRICT OF THE CITY.



VIEW OF CAPITAL BUILDING
GROUNDS



VIEW OF MAIN & 12 TH ST. LOOKING
NORTH AT A RESIDENTIAL DISTRICT



VIEW OF A BUSINESS BUILDING ALONG
DIVIDE AVE.

D E S I G N
D O C U M E N T

MASTER PLAN

Block Type II - - - -

└ - Block Type III

Block Type I -

└ - Central Square Area



Block Type IV -

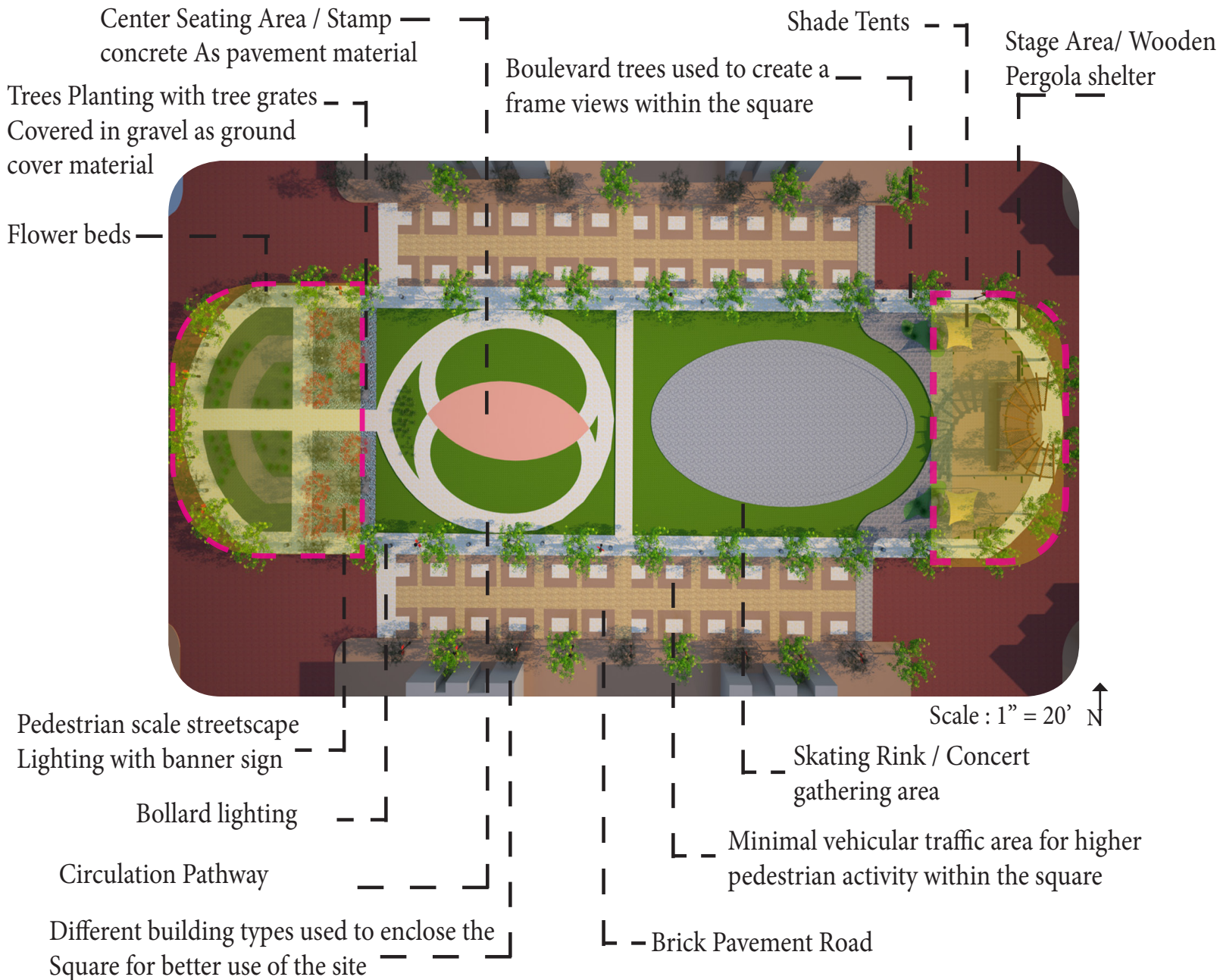
└ - Block Type VI

Block Type V - - - -

Scale : 1" = 60' N ↑



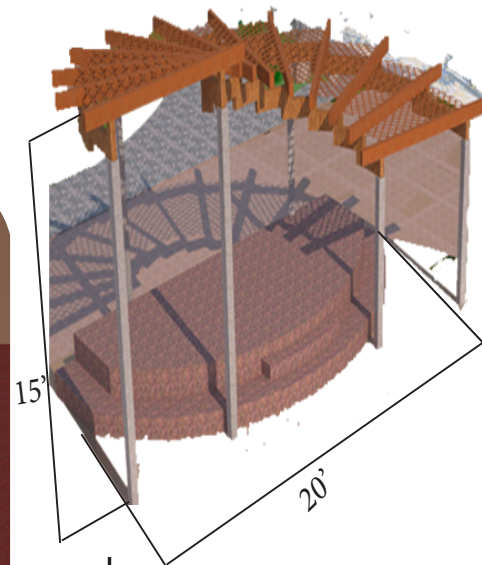
CENTRAL SQUARE



CENTRAL SQUARE: STAGE AREA

Wooden shelter with a mesh
Roof allowing more through

Center median with a
Planting bed



- + Stage Structure made from wood
- + Stage Platform made from Concrete/ brick

Brick paving for road

Scale : 1" = 10' N ↑

— Simple Shade tent allowing for a more
unique experience

— Concrete pavement material, providing a
contrast with the turf grass

Skating Rink /
Concert gathering area



Central Square: Planting Beds



Common: Little Bluestem
Scientific: *Schizachyrium scoparium*



Trees with grate and gravel
has ground cover which reduce
Landscape Maintenance



Common: Ironweed -
Scientific *Vernonia fasciculata*



Common: Indiangrass -
Scientific: *Sorghastrum nutans*



Scale : 1" = 10' N

Concrete pavement used
to create Circulation
pathway in and around
the Square



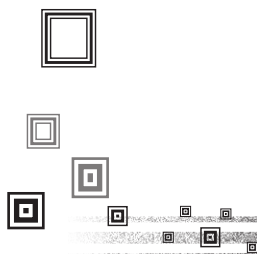
Common: Evening Primrose
Scientific: - *Oenothera biennis*



Common: Stiff Goldenrod
Scientific: *Oligoneuron rigidum*



Common: Showy Goldenrod
Scientific: *Solidago speciosa*



URBANSCAPE REVITALIZATION: CENTRAL SQUARE



BIRDS-EYE VIEW OF LOOKING WEST AT THE CENTRAL SQUARE.
SHOWING HOW THE CENTRAL AREA COMPLEMENTS THE OVERALL
DESIGN FOR THE SITE.

URBANSCAPE REVITALIZATION: CENTRAL SQUARE



VIEW OF THE CENTRAL SQUARE LOOKING FROM THE WEST BOUND
END ENTRANCE OF THE SITE.



Masterplan: Block Type IV

LANDSCAPE FURNITURE SUCH AS STAINLESS STEEL BENCH AND TRASH CONTAINERS MAKE THIS MORE APPEALING

Green mounds are used to add a simple, yet playful element to the site .

Bump out curbs

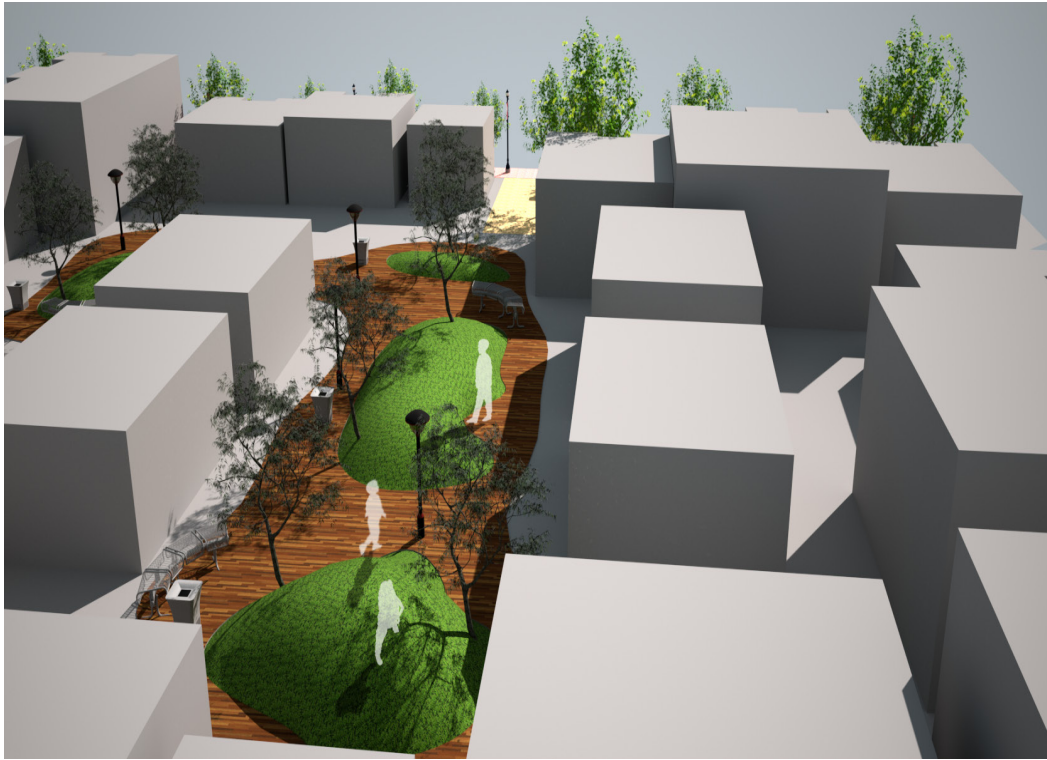
Hardwood Floor material

Open Plaza space that invites users of the space to transition into the Secluded pocket park

Scale : 1" = 20' N



Views of Block Type IV

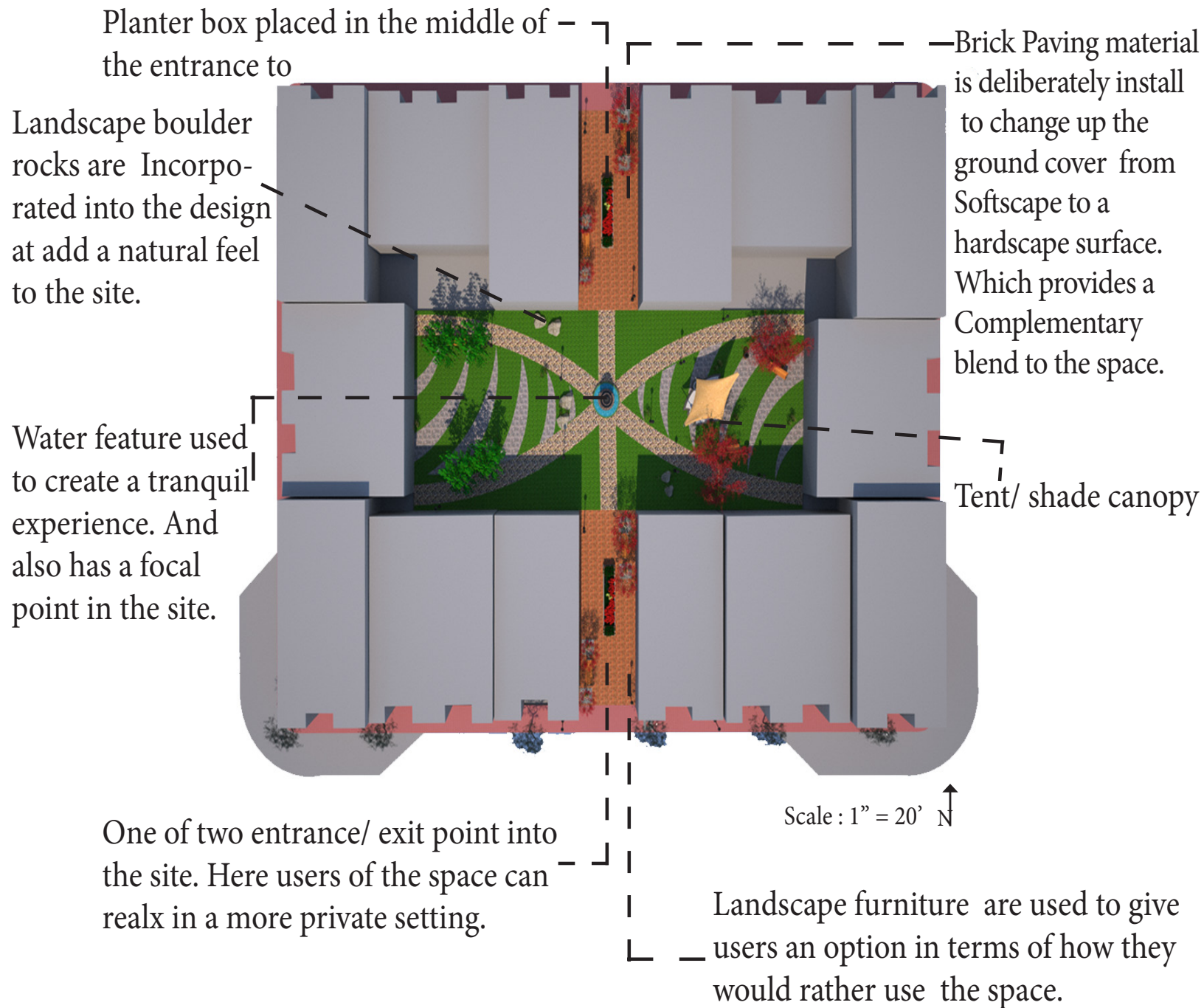


Birds-eye view of the entire pocket park, using a change in the topography to create mounds within the site allows for a unique landscape element.



View Of The Open And Inviting
Pocket Park Which Leads You Into
The Main Pocket Park

Masterplan: Block Type II



Views of Block Type II

View of the New Courtyard showing the central feature of the space.



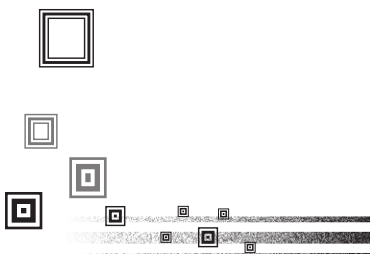
Different types of activities the space can provide for users of various age groups



View of Block Type II



Aerial view of the entire site, showing various amenities the space offer its users.

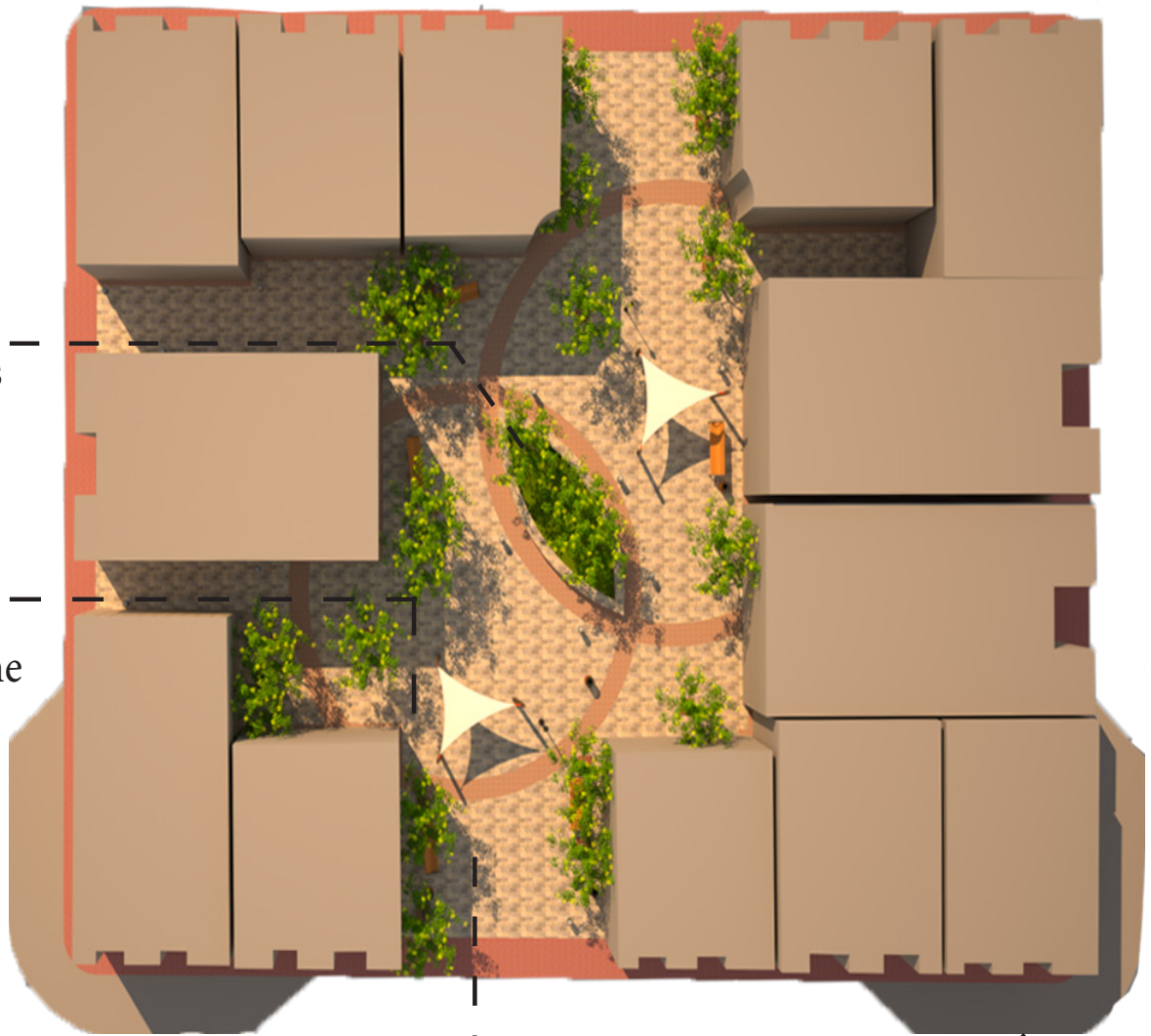


Masterplan: Block Type V

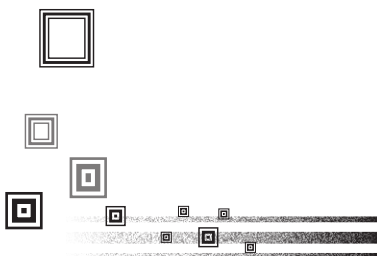
Planter box, that
can be used to as
seating ledge.

There are two
simply canopy
located within the
site.

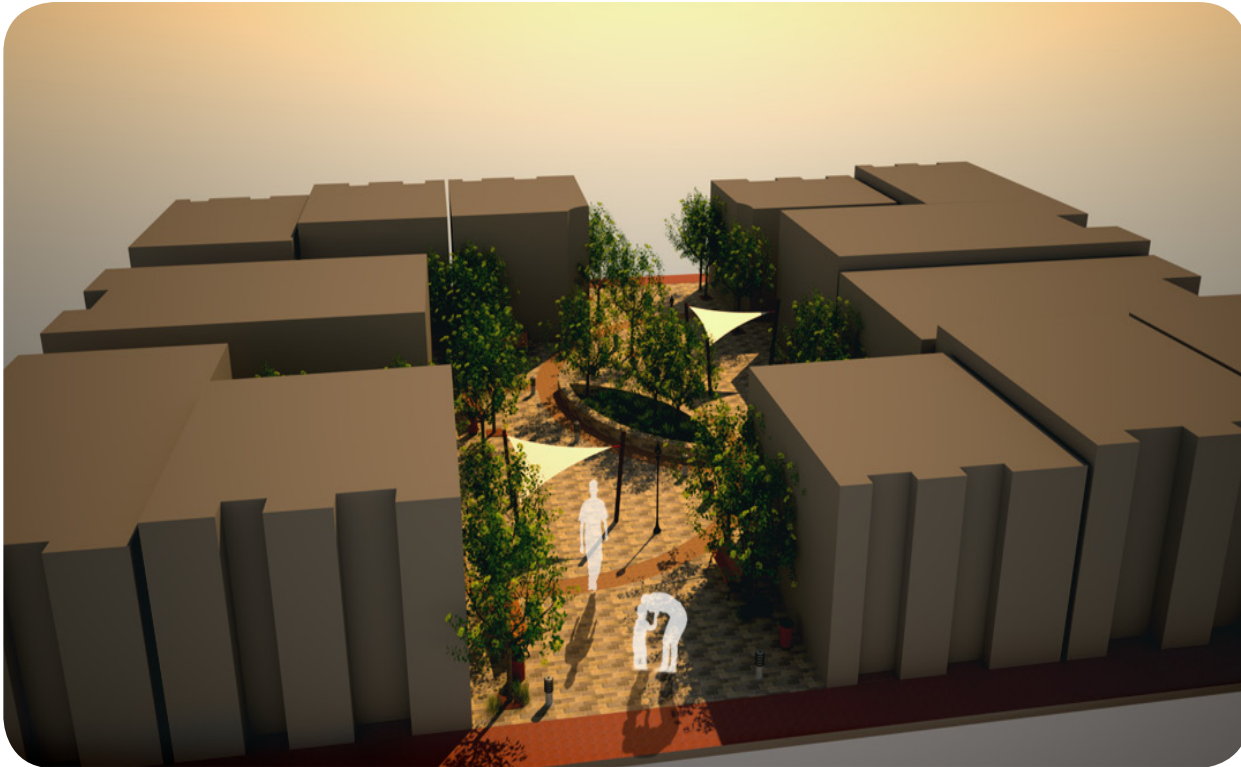
There are numerous entrance/ exit
points into the site. Here users of the
space can relax in a more private
setting.



Scale : 1" = 20' N



Views of Block Type V



Aerial view over
looking the entire
block,
Showing how the
space is being used.

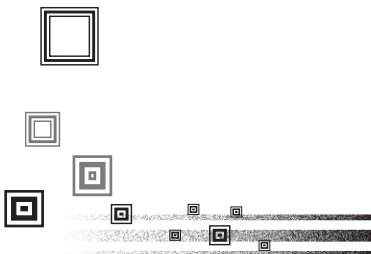


View of courtyard providing
a more private setting
for users of the space

View of Block Type V



View of courtyard looking across the open space



Masterplan: Block Type I



Scale : 1" = 20' N

Entrance from the west

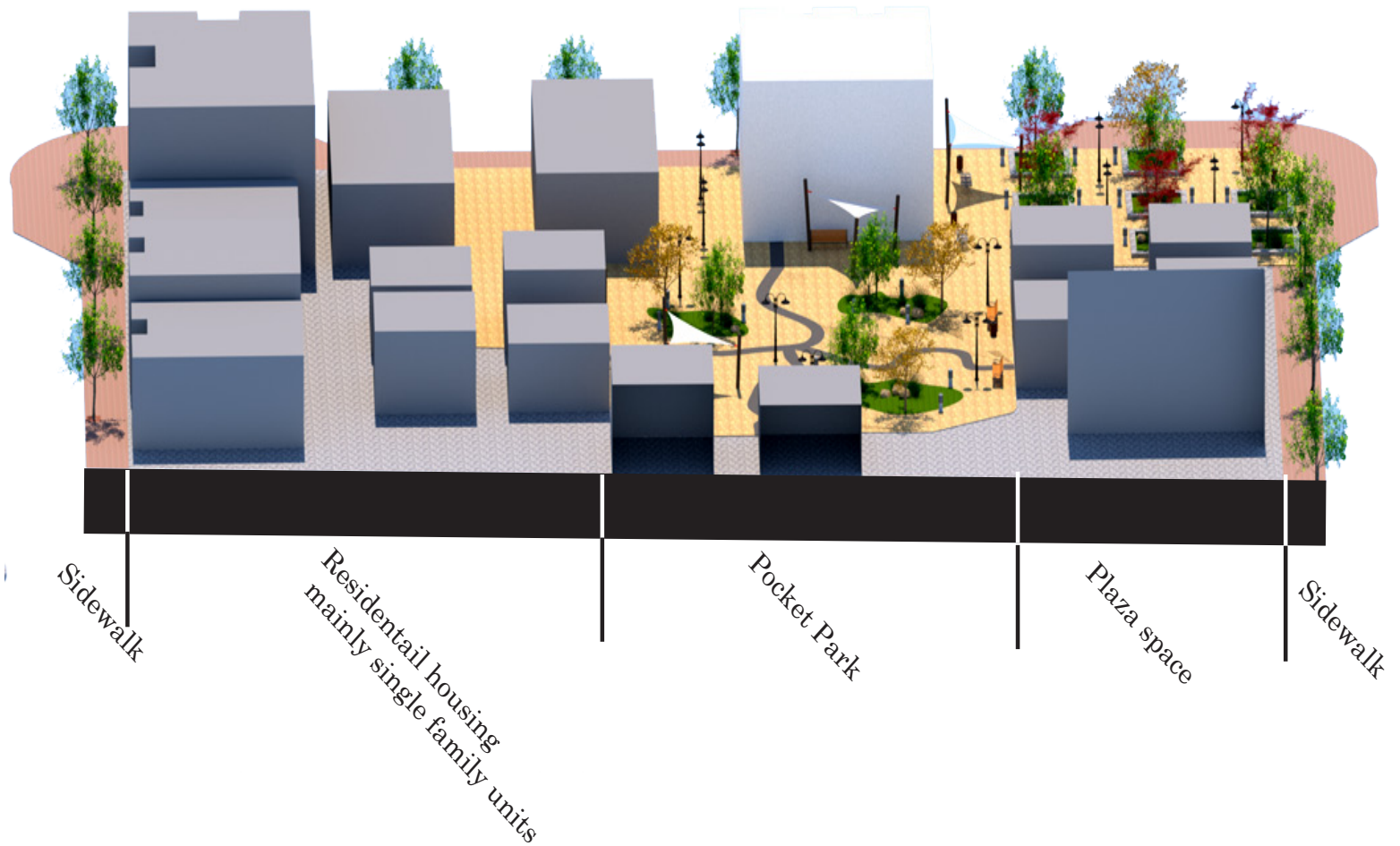
— Allows users of the option staying on the outside edge of the plaza or to use the Inside section of the plaza

Landscape furniture are

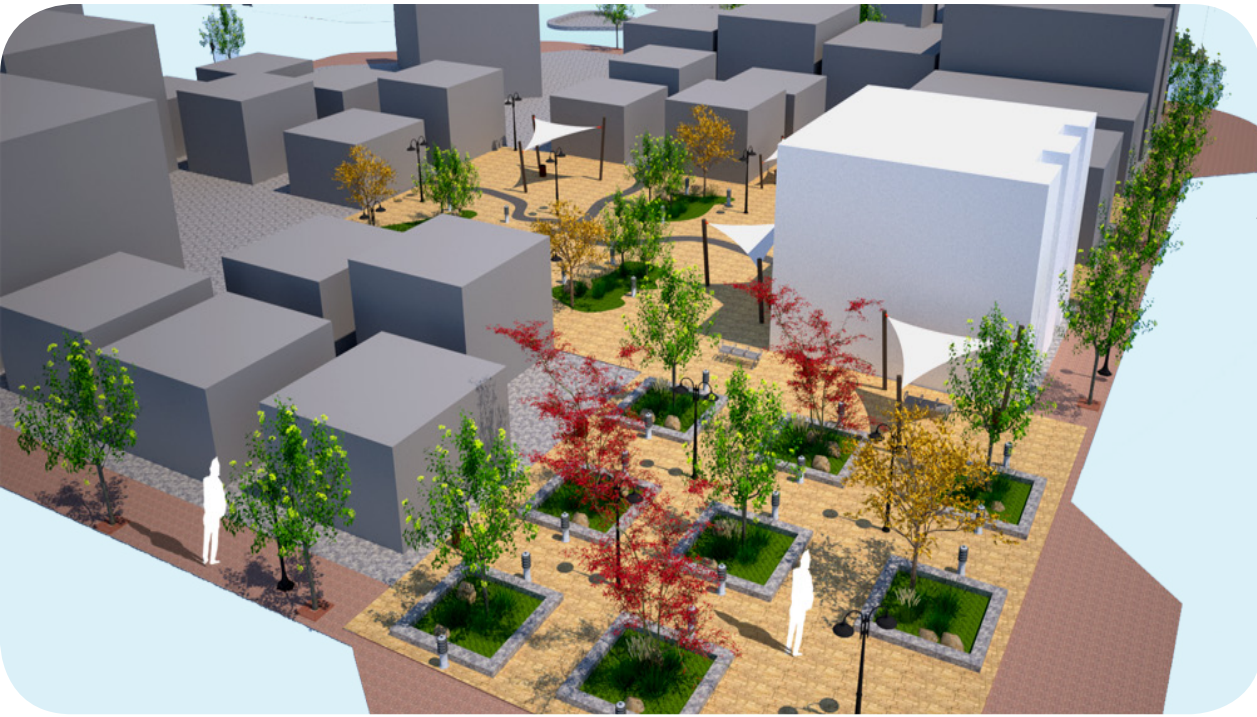
— used to give users an option in terms of how they would rather use the space.

Using the same pavement material through the site allows for a smooth transition from the exterior section of the plaza to the interior section.

Section cut of Block Type I



Views of Block Type I

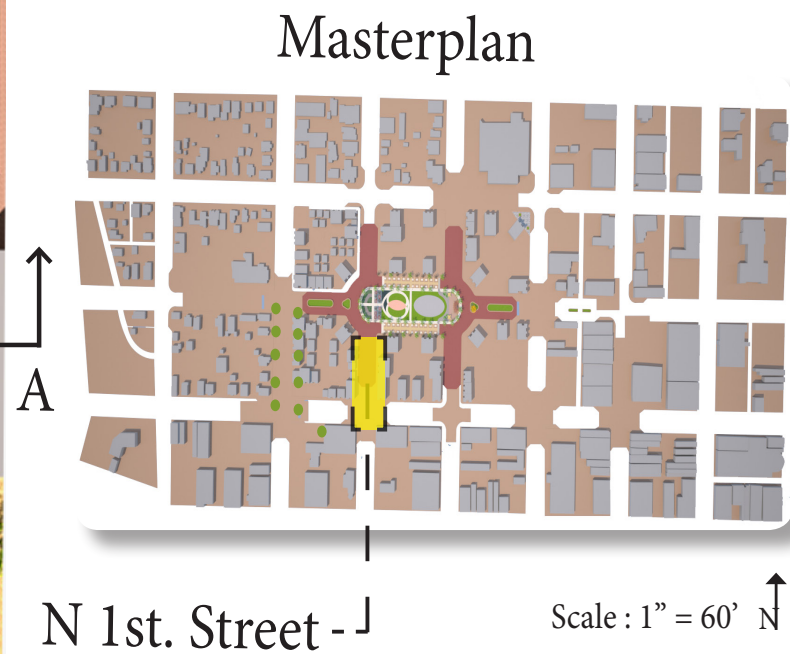
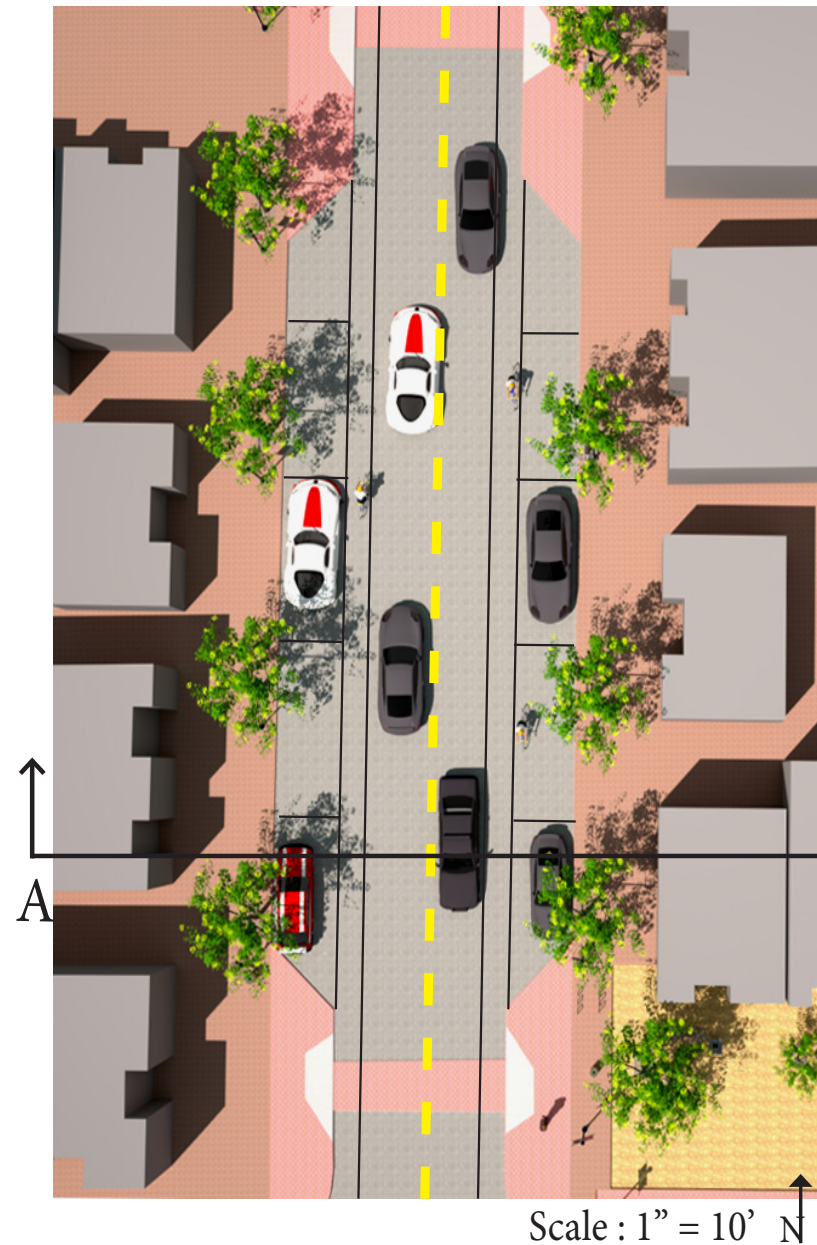


Bird's-eye view looking across the open public park, showing how the open space design invites users in to the park.



Bird's-eye view looking across the open public park, Showing the types of activities that can take place in the park.

Streetscape: Plan View N. 1st. Street



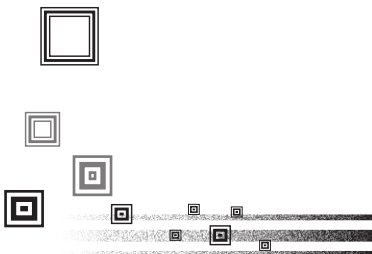
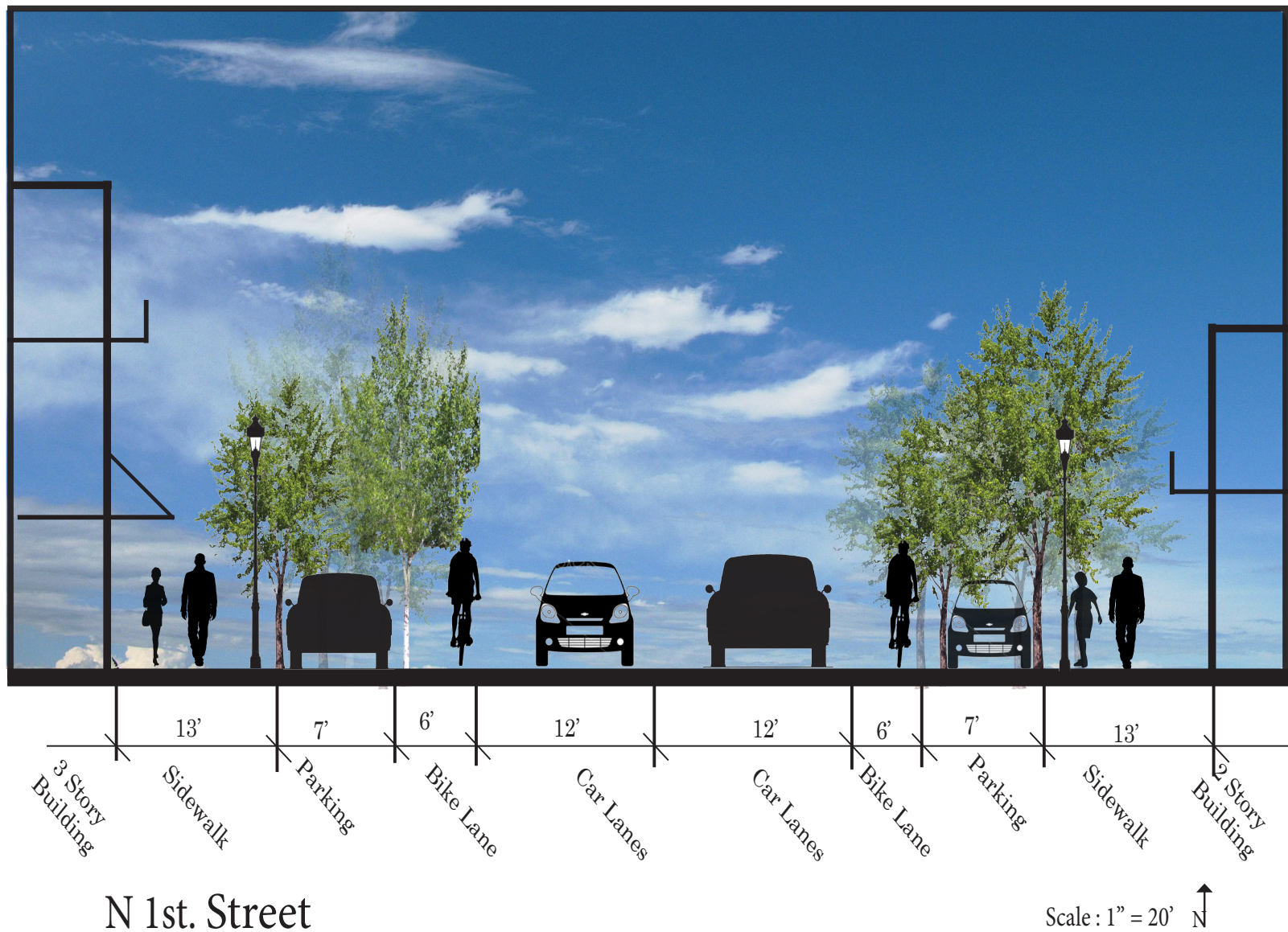
Streetscape: Plan View N. 1st. Street



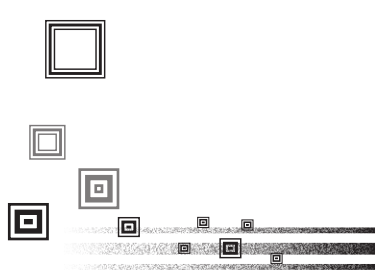
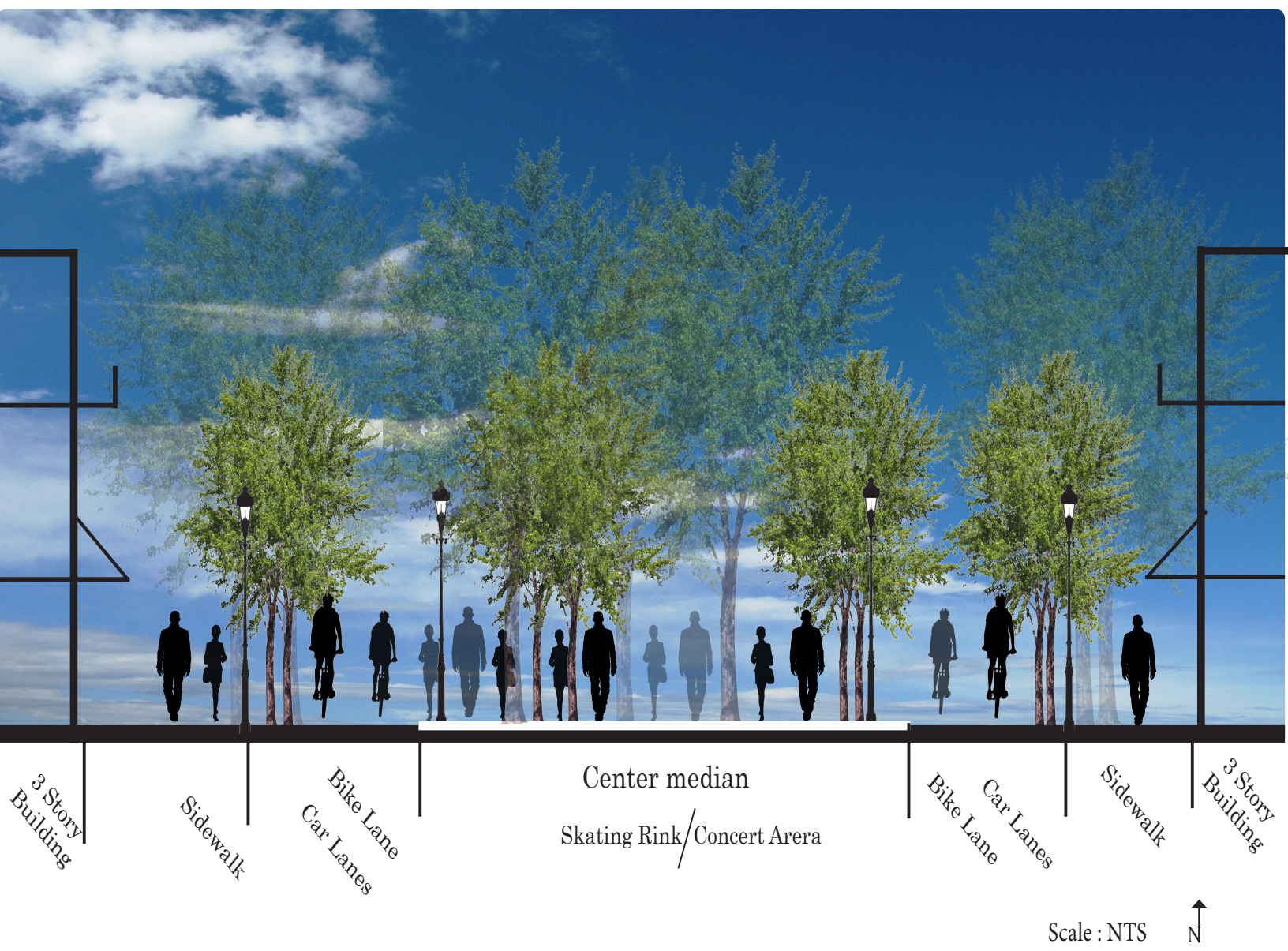
View of what N. 1st Street will look like in the future.



Streetscape: Section A-A



Streetscape: Section of Central Square



New Development standards and guidelines

Calculation

When calculating the open space square footage or acreage, the footprint of any building, whether public or private, shall be subtracted first.

The remaining square footage shall be used for all calculations and percentages.

Access

Every open space shall have a minimum of one primary pedestrian entrance along each street frontage and pedestrian frontage.

All publicly accessible open space shall meet the appropriate standards of the American's with Disabilities Act.

Building frontage

Buildings that are part of the same development as the open space and abut the open space shall have a minimum of one pedestrian entrance on the open space.

Paving Materials

Asphalt may be approved for its designee for recreational jogging or bicycle paths only.

Promote building scale that enhances the public realm, and promote new buildings that complement the scale of neighboring structures, particularly adjacent historic building and open Spaces such as plaza and pocket parks.



Urbanscape Revitalization: City of Bismarck, ND



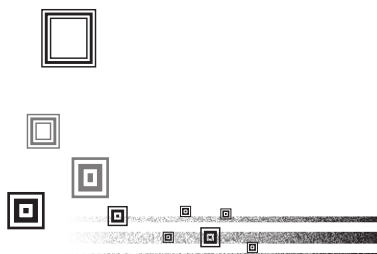
Birds-eye View of the central square over looking the Skating Rink

Urbanscape Revitalization: City of Bismarck ,ND

Conclusion:

Urban communities or cities evolve from individual conversations. Creating interesting public spaces is the platform upon which a framework, with Daily details supplied by highly motivated entrepreneurs who recognize what is working and what needs to be address immediately. Once these four major areas are met then a successful project is imminent. They are as follow below:

- + Parks and Plazas
- + Transportation
- + Zoning
- + Buildings



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NDSU IS A WONDERFUL INSTITUTION OF HIGHER
EDUCATION, WHICH ALLOWS ME THE OPPORTUNITY
TO BECOME INVOLVED WITH OTHERS FROM A
DIVERSE ACADEMIC BACKGROUND AND OTHERWISE.